General Baggage Agent
SEP 30 1904
So. Pac. Co. San Francisco

59
4/16/05

# SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

# 58

## TIME TABLE

FOR THE

# COAST DIVISION.

**To Take Effect Sunday, October 2, 1904, at 12:01 A. M.**

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

C. H. MARKHAM,
*General Manager.*

JAS. AGLER,
*Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*

JAS. C. WILDER,
*Superintendent.*

E. R. ANTHONY,
*Asst. Superintendent.*

# COAST DIVISION: San Francisco and San Jose.

## FROM SAN FRANCISCO.

| Third Class. | | Second Class. | First Class. | | | | | | | | | | | | | | | | | | Distance from San Francisco. | | TIME TABLE No. 58. Oct. 2, 1904.<br>STATIONS. | Minimum running time between stations for passenger trains —minutes. | Flagging distance expressed in number of poles. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 334 | 332 | 244 | 56 | 54 | 52 | 50 | 48 | 10 | 46 | 44 | 42 | 30 | 28 | 40 | 38 | 36 | 24 | 22 | 34 | 32 | | | | | Danger Point | Caution Point |
| Through Freight | Local Freight | Manifest Freight | San Jose Way Pass. | Palo Alto Way Pass. | Palo Alto Way Pass. | San Jose Way Pass. | Palo Alto Passenger | Sunset Express | San Jose Passenger | Los Gatos Passenger | San Jose Way Pass. | Tres Pinos Way Pass. | Del Monte Express | San Jose Way Pass. | San Jose Way Pass. | San Jose Way Pass. | San Luis Obispo Way Pass. | Coaster | San Jose Way Pass. | San Jose Way Pass. | | | | | | |
| Daily | Daily Ex. Sun. | Daily | Sat. Only | Daily Ex. Sat. | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | |
| | | | PM LV 11.30 | PM LV 11.30 | PM LV 8.00 | PM LV 6.30 | PM LV 6.15 | PM LV 5.45 | PM LV 5.30 | PM LV 5.00 | PM LV 4.30 | PM LV 3.30 | PM LV 3.00 | PM LV 2.15 | AM LV 11.30 | AM LV 10.30 | AM LV 9.00 | AM LV 8.00 | AM LV 7.00 | AM LV 6.10 | 0.0<br>0.7 | Double Track. | ..SAN FRANCISCO.<br>DN.Third Street...... | | 5 | 10 |
| PM LV 9.00 | AM LV 5.00 | AM LV 12.01 | 11.32 | 11.32 | 8.02 | 6.32 | 6.18 | 5.47 | 5.32 | 5.02 | 4.32 | 3.32 | 3.02 | 2.17 | 11.32 | 10.34 | 9.02 | 8.02 | 7.02 | 6.12 | 1.2 | | 0.5<br>..Channel Street..... | 2 | | |
| 9.05 | 5.05 | 12.05 | 11.36 | 11.36 | 8.06 | 6.36 | **6.23** | 5.51 | 5.36 | **5.06** | 4.36 | 3.36 | 3.06 | 2.21 | 11.36 | **10.39** | 9.06 | 8.06 | 7.06 | 6.16 | 2.1 | | 0.9<br>..Eighteenth Street. | 3½ | | |
| 9.10 | 5.10 | 12.15 | 11.40 | 11.40 | s 8.10 | s 6.40 | 6.27 | 5.55 | 5.40 | 5.10 | 4.40 | s 3.40 | 3.10 | s 2.25 | s11.40 | 10.43 | 9.10 | 8.10 | s 7.10 | s 6.20 | 3.1 | | 1.0<br>.......Valencia Street.... | 4 | | |
| 9.15 | 5.15 | 12.24 | 11.43 | 11.43 | 8.15 | 6.44 | 6.30 | 5.58 | 5.43 | 5.13 | **4.43** | 3.43 | 3.13 | 2.28 | 11.43 | 10.46 | 9.13 | 8.13 | 7.13 | **6.23** | 4.4 | | 1.3<br>.......Bernal.............. | 2½ | | |
| 9.18 | 5.18 | 12.30 | 11.45 | 11.45 | 8.17 | 6.46 | 6.32 | 6.00 | 5.45 | 5.15 | 4.45 | 3.45 | 3.15 | 2.30 | 11.45 | 10.48 | 9.15 | 8.15 | 7.15 | 6.25 | 5.5 | | 1.1<br>.......Elkton.............. | 2 | | |
| **9.26** | 5.35 | 12.35 | 11.48 | 11.48 | s 8.20 | s 6.49 | 6.35 | 6.03 | 5.48 | 5.18 | 4.48 | **3.50** | 3.18 | s 2.33 | s11.48 | s10.51 | 9.18 | **8.18** | s 7.18 | s **6.28** | 6.7 | Double Track. | 1.2<br>DN.Ocean View....... | 2½ | 15 | 22 |
| 9.31 | 5.40 | 12.40 | 11.50 | 11.50 | 8.22 | 6.51 | 6.37 | 6.06 | 5.50 | 5.21 | 4.50 | 3.52 | 3.20 | 2.35 | 11.50 | 10.53 | 9.20 | 8.20 | 7.20 | 6.31 | 7.8 | | 1.1<br>..Spring Valley...... | 1¾ | | |
| 9.33 | 5.45 | 12.42 | 11.51 | 11.51 | 8.23 | 6.52 | 6.38 | 6.07 | 5.51 | 5.22 | 4.51 | 3.53 | 3.21 | 2.36 | 11.51 | 10.54 | 9.22 | 8.21 | 7.21 | 6.32 | 8.5 | | 0.7<br>..Union Park......... | 1 | | |
| 9.34 | 6.00 | 12.44 | f11.52 | f11.52 | s 8.24 | s 6.53 | 6.39 | 6.08 | 5.52 | 5.23 | 4.52 | s 3.54 | 3.22 | s 2.37 | s11.52 | s10.55 | 9.24 | 8.22 | s 7.23 | s 6.33 | 8.9 | | 0.4<br>D.Colma.............. | ½ | | |
| 9.36 | 6.10 | 12.46 | 11.53 | 11.53 | 8.25 | 6.54 | 6.40 | 6.09 | 5.53 | 5.24 | 4.53 | f 3.55 | 3.23 | f 2.38 | f11.53 | 10.56 | 9.26 | 8.23 | 7.25 | 6.34 | 9.8 | | 0.9<br>..Sholim.............. | ½ | | |
| 9.37 | 6.15 | 12.48 | 11.54 | 11.54 | 8.26 | f 6.55 | 6.41 | 6.10 | 5.54 | 5.25 | 4.54 | f 3.56 | 3.24 | f 2.39 | f11.54 | 10.57 | 9.27 | 8.24 | f 7.26 | 6.36 | 10.1 | | 0.3<br>..Emanuel........... | ½ | | |
| | | | | | | | | | | | | f | | f | f | | | | | | 10.3 | | 0.2<br>..Cypress Lawn...... | ½ | | |
| 9.38 | **6.20** | 12.51 | 11.55 | 11.55 | 8.27 | f 6.56 | 6.42 | 6.11 | 5.55 | 5.26 | 4.55 | f 3.58 | 3.25 | f 2.40 | f11.56 | 10.58 | 9.28 | 8.25 | f 7.27 | 6.37 | 10.7 | | 0.4<br>..Holy Cross......... | ½ | | |
| 9.42 | 6.25 | 12.55 | 11.57 | 11.57 | 8.30 | f **7.00** | 6.44 | 6.13 | **5.58** | 5.28 | 4.57 | 4.01 | 3.27 | f 2.43 | f11.59 | 11.01 | 9.30 | 8.27 | f **7.30** | f 6.40 | 11.9 | | 1.2<br>.DN...BADEN..........W. | 1½ | | |
| 9.42 | 6.25 | | 11.57 | 11.57 | 8.30 | **7.00** | | | | | | 4.01 | | | 11.59 | | | | **7.30** | 6.40 | 11.9 | | .DN...BADEN..........W. | | | |
| 9.47 | 6.30 | | AM s12.01 | AM s12.01 | s 8.33 | s 7.03 | | | | | | s 4.05 | | | PM s12.03 | | | | s 7.33 | s 6.45 | 13.3 | | 1.4<br>.D.....So. San Francisco | 2½ | | |
| 9.53 | **6.55** | | 12.04 | 12.04 | f 8.36 | f 7.07 | | | | | | 4.09 | | | f12.07 | | | | f 7.37 | s **6.55** | 14.7 | | 1.4<br>.DN...SAN BRUNO....... | 2½ | | |
| | | 12.55 | | | | | 6.44 | 6.13 | **5.58** | 5.28 | 4.57 | | 3.27 | 2.43 | | 11.01 | 9.30 | 8.27 | | | 11.9 | | .DN...BADEN..........W. | | 10 | 15 |
| | | 1.00 | | | | | 6.46 | 6.16 | 6.00 | 5.30 | 4.59 | | 3.29 | 2.46 | | 11.04 | 9.32 | 8.29 | | | 13.4 | | 1.5<br>.......Tanforan........... | 1½ | | |
| 9.53 | **6.55** | 1.03 | 12.04 | 12.04 | 8.36 | 7.07 | 6.47 | 6.17 | 6.01 | 5.31 | s 5.00 | 4.09 | 3.30 | f 2.47 | 12.07 | f11.05 | 9.33 | **8.30** | 7.37 | **6.55** | 14.7 | Double Track. | 0.6<br>DN.San Bruno........ | ¾ | | |
| 10.08 | 7.17 | 1.11 | *12.07 | *12.07 | s 8.41 | s 7.12 | 6.50 | 6.21 | 6.04 | 5.34 | s 5.03 | 4.13 | 3.33 | s 2.51 | s12.11 | f11.10 | 9.37 | 8.33 | s 7.41 | s 7.00 | 17.4 | | 2.7<br>D.Millbrae........... | 2¾ | | |
| 10.18 | **7.45** | 1.20 | *12.10 | *12.10 | f 8.46 | s 7.17 | * 6.53 | 6.25 | s 6.08 | s 5.38 | 5.06 | s 4.17 | 3.36 | s 2.55 | s12.16 | s11.15 | s 9.42 | 8.37 | s **7.45** | s 7.06 | 20.0 | | 2.6<br>D.Burlingame........ | 2¾ | | |
| 10.25 | **8.39** | 1.24 | s12.13 | s12.13 | s 8.49 | s 7.20 | s 6.55 | 6.28 | s 6.12 | s 5.42 | s 5.10 | s 4.21 | 3.38 | s 2.59 | s12.20 | s11.18 | s 9.46 | **8.39** | s 7.49 | s 7.09 | 21.6 | | 1.6<br>D.San Mateo.......W. | 1½ | | |
| 10.34 | 8.50 | 1.33 | 12.16 | 12.16 | f 8.54 | f 7.25 | s 7.01 | 6.33 | * 6.15 | 5.46 | 5.15 | 4.25 | 3.41 | f 3.04 | f12.24 | 11.23 | 9.49 | 8.42 | f 7.53 | f 7.15 | 24.0 | | 2.4<br>..Beresford.......... | 2¼ | | |
| 10.40 | **9.51** | 1.37 | *12.18 | *12.18 | s 8.57 | s 7.28 | s 7.05 | 6.36 | s 6.18 | 5.48 | s 5.18 | f 4.27 | 3.43 | s 3.07 | s12.27 | s11.26 | s **9.51** | 8.44 | s 7.56 | s 7.19 | 25.6 | | 1.6<br>D.Belmont........... | 2 | | |
| 10.44 | 10.12 | 1.41 | *12.20 | *12.20 | f 9.00 | f 7.31 | f 7.09 | 6.39 | s 6.21 | s 5.50 | 5.21 | 4.29 | 3.45 | s 3.10 | s12.30 | s11.29 | 9.54 | 8.46 | s 7.59 | s 7.22 | 26.9 | | 1.3<br>D.San Carlos......... | 1¼ | | |
| 10.52 | 10.30 | 1.48 | s12.24 | s12.24 | s 9.04 | s 7.35 | s 7.13 | s 6.43 | s 6.25 | s 5.54 | s 5.25 | s 4.34 | 3.48 | s 3.15 | s12.34 | s11.35 | s 9.59 | 8.50 | s 8.03 | s 7.27 | 29.0 | | 2.1<br>D.Redwood.......... | 2¼ | | |
| 11.01 | 10.45 | 1.56 | *12.27 | *12.27 | f 9.09 | f 7.39 | f 7.18 | 6.47 | s 6.29 | s 5.58 | s 5.29 | s 4.38 | 3.51 | f 3.20 | f12.38 | s11.39 | 10.03 | 8.54 | f 8.08 | s 7.32 | 31.5 | | 2.5<br>..Fair Oaks.......... | 2¼ | | |
| 11.05 | 11.15 | 1.59 | *12.29 | *12.29 | s 9.11 | s 7.41 | s 7.21 | 6.49 | s 6.33 | s 6.01 | s 5.32 | s 4.40 | 3.53 | s 3.23 | s12.42 | s11.42 | s10.06 | 8.56 | s 8.11 | s 7.35 | 32.6 | | 1.1<br>D.Menlo Park.....W. | 1½ | | |
| 11.10 | **11.45** | 2.04 | s12.33 | 12.33 AM AR | 9.15 PM AR | s 7.45 | 7.25 PM AR | 6.52 | s 6.36 | s 6.05 | s 5.35 | s 4.44 | 3.55 | s 3.27 | s12.46 | s**11.45** | s10.10 | 8.58 | s 8.14 | s 7.40 | 33.9 | | 1.3<br>D.Palo Alto.......... | 1½ | | |
| 11.16 | PM 12.20 | 2.08 | *12.35 | | | s 7.49 | | 6.54 | 6.39 | s 6.08 | 5.38 | s 4.47 | 3.57 | s 3.31 | s12.49 | s11.49 | s10.14 | 9.00 | s 8.18 | s 7.44 | 35.4 | | 1.5<br>D.Mayfield.......... | 1½ | | |
| 11.27 | 12.35 | 2.18 | 12.39 | | | f 7.54 | | 6.59 | 6.43 | 6.14 | f 5.42 | 4.52 | 4.01 | f 3.36 | f12.55 | 11.54 | 10.22 | 9.04 | f 8.23 | f 7.49 | 38.4 | | 3.0<br>..Castro............. | 3 | | |
| 11.33 | **12.58** | 2.22 | *12.41 | | | s 7.57 | | 7.01 | * 6.45 | s 6.17 | 5.44 | s 4.55 | 4.03 | s 3.40 | s**12.58** | s11.57 | s10.25 | 9.06 | s 8.26 | s 7.52 | 39.8 | | 1.4<br>D.Mountain View.W. | 1½ | | |
| 11.42 | 1.30 | 2.30 | *12.44 | | | f 8.03 | | 7.05 | 6.50 | 6.21 | s 5.49 | 5.00 | 4.06 | s 3.45 | s 1.04 | PM 12.03 | 10.30 | 9.09 | s 8.31 | s 7.58 | 42.6 | | 2.8<br>D.Sunnyvale.......... | 2¾ | | |
| 11.50 | 2.00 | 2.35 | *12.46 | | | f 8.07 | | 7.08 | 6.53 | s 6.23 | 5.52 | s 5.03 | 4.08 | f 3.49 | s 1.07 | f12.07 | 10.34 | 9.11 | s 8.34 | s 8.02 | 44.4 | | 1.8<br>D.Lawrence.......... | 2 | | |
| AM 12.02 | 2.40 | 2.46 | s12.53 | | | s 8.14 | | 7.15 | s 7.00 | s 6.30 PM AR | s 5.59 | s 5.10 | s 4.12 | s 3.55 | s 1.15 | s12.15 | s10.42 | 9.15 | s 8.40 | s 8.10 | 48.0 | | 3.6<br>D.Santa Clara....... | 3½ | | |
| 12.07 | 2.45 | 2.51 | 12.55 | | | f 8.17 | | 7.17 | 7.02 | | 6.02 | 5.12 | 4.16 | f 3.57 | f 1.17 | 12.17 | 10.45 | 9.17 | f 8.42 | 8.12 | 49.6 | | 1.6<br>..College Park...... | 1¾ | | |
| 12.15 AM AR | 2.50 PM AR | 2.55 AM AR | 12.58 AM AR | | | 8.20 PM AR | | s 7.20 PM AR | 7.05 PM AR | | 6.05 PM AR | s 5.15 PM AR | s 4.20 PM AR | 4.00 PM AR | 1.20 PM AR | 12.20 PM AR | s10.48 AM AR | s 9.20 AM AR | 8.45 AM AR | 8.15 AM AR | 50.7 | | 1.1<br>DN.SAN JOSE....W. | 2 | | |
| Daily | Daily Ex. Sun. | Daily | Sunday Only | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | |
| (3.15) | (9.50) | (2.54) | (1.28) | (1.03) | (1.15) | (1.50) | (1.10) | (1.35) | (1.35) | (1.30) | (1.35) | (1.45) | (1.20) | (1.45) | (1.50) | (1.50) | (1.48) | (1.20) | (1.45) | (2.05) | | | (50.7 miles) | | | |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**
**Trains must obtain clearance card before leaving San Francisco and San Jose.**
**On Sundays No. 24 will stop at Millbrae, San Carlos, Fair Oaks and Sunnyvale. On Sundays No. 46 will stop at any station on flag.**

***Trains will stop to discharge passengers only.**
**Eternal Home and Mt. Olivet are flag stops for 30, 32, 34, 38, 40 and 50.**

# COAST DIVISION: San Francisco and San Jose.

## TOWARD SAN FRANCISCO.

| Flagging distance expressed in number of poles.<br>Danger Point | Caution Point | Minimum running time between stations for freight trains—minutes. | TIME TABLE No. 58. Oct. 2, 1904.<br>STATIONS. | | Distance from San Jose. | 31<br>San Jose Way Pass.<br>Daily | 33<br>Palo Alto Passenger<br>Daily Ex. Sun. | 35<br>San Jose Way Pass.<br>Daily Ex. Sun. | 37<br>San Jose Passenger<br>Daily | 39<br>Los Gatos Passenger<br>Daily Ex. Sun. | 9<br>Sunset Express<br>Daily | 41<br>San Jose Way Pass.<br>Daily | 43<br>Palo Alto Way Pass.<br>Daily | 29<br>Tres Pinos Way Pass.<br>Daily | 27<br>Del Monte Express<br>Daily | 45<br>San Jose Way Pass.<br>Daily | 23<br>San Luis Obispo Way Pass.<br>Daily | 47<br>San Jose Way Pass.<br>Daily | 49<br>San Jose Way Pass.<br>Daily | 51<br>San Jose Way Pass.<br>Daily | 53<br>Palo Alto Way Pass.<br>Daily Ex. Sun. | 55<br>San Jose Way Pass.<br>Sunday Only | 21<br>Coaster<br>Daily | 243<br>Manifest Freight<br>Daily | 333<br>Through Freight<br>Daily | 331<br>Local Freight<br>Daily Ex. Sun. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | First Class. | | | | | | | | | | | | | | | | | | Second Class. | Third Class. | |
| 15 | 22 | | ...SAN FRANCISCO | Double Track. | 50.7 | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | P M AR | P M AR | P M AR | P M AR | P M AR | P M AR | P M AR | P M AR | P M AR | | | |
| | | | .DN.Third Street..... | | 50.0 | 6.36 | 6.46 | 8.00 | 8.36 | 9.00 | 9.10 | 9.40 | 10.15 | 10.45 | 12.15 | 1.20 | 4.10 | 5.40 | 6.30 | 7.30 | 9.45 | 9.45 | 10.30 | | | |
| | | 2 | 0.5<br>.....Channel Street.. | | 49.5 | 6.34 | 6.44 | 7.58 | 8.34 | 8.58 | 9.08 | 9.38 | 10.13 | 10.43 | 12.13 | 1.18 | 4.08 | 5.38 | 6.27 | 7.28 | 9.43 | 9.43 | 10.28 | A M AR<br>5.00 | A M AR<br>3.30 | P M AR<br>5.15 |
| | | 4 | 0.9<br>.....Eighteenth St... | | 48.6 | 6.30 | 6.40 | 7.54 | 8.30 | 8.54 | 9.04 | 9.34 | 10.09 | **10.39** | 12.09 | 1.14 | 4.04 | 5.34 | **6.23** | 7.24 | 9.39 | 9.39 | 10.24 | 4.53 | 3.25 | **5.06** |
| | | 4 | 1.0<br>.....Valencia Street...... | | 47.6 | s 6.26 | s 6.36 | s 7.50 | 8.26 | 8.50 | 9.00 | 9.30 | s10.05 | 10.35 | 12.05 | s 1.09 | 3.59 | s 5.30 | s 6.19 | s 7.20 | s 9.34 | s 9.34 | 10.20 | 4.43 | 3.16 | 4.50 |
| | | 3 | 1.3<br>.....Bernal............ | | 46.3 | **6.23** | 6.33 | 7.46 | 8.23 | 8.47 | 8.57 | 9.27 | 10.00 | 10.30 | 12.01 | 1.05 | 3.55 | 5.26 | 6.15 | 7.15 | 9.31 | 9.31 | 10.15 | 4.37 | 3.10 | **4.43** |
| | | 2 | 1.1<br>.....Elkton............ | | 45.2 | 6.21 | 6.31 | 7 44 | 8.21 | 8.45 | 8.55 | 9.25 | 9.58 | 10.28 | P M<br>11.58 | 1.03 | 3.53 | 5.23 | 6.13 | 7.13 | 9.29 | 9.29 | 10.13 | 4.34 | 3.05 | 4.30 |
| 5 | 10 | 3 | 1.2<br>.DN.Ocean View...... | Double Track. | 44.0 | s 6.18 | **6.28** | s 7.41 | **8.18** | 8.42 | 8.52 | 9.22 | s 9.55 | 10.25 | 11.55 | s 1.00 | **3.50** | s 5.20 | s 6.10 | s 7.10 | f **9.26** | f **9.26** | 10.10 | 4.30 | 3.02 | 4.20 |
| | | 3 | 1.1<br>.....Spring Valley... | | 42.9 | 6.15 | 6.26 | 7.39 | 8.15 | 8.40 | 8.50 | 9.20 | 9.52 | 10.23 | 11.53 | 12.57 | 3.48 | 5.17 | 6.08 | 7.08 | 9.24 | 9.24 | 10.08 | 4.23 | 2.57 | 4.05 |
| | | 2 | 0.7<br>.....Union Park...... | | 42.2 | 6.14 | 6.24 | 7.38 | 8.14 | 8.39 | 8.49 | 9.19 | 9.51 | 10.22 | 11.52 | 12.55 | **3.47** | 5.16 | 6.07 | 7.07 | 9.23 | 9.23 | 10.07 | 4.20 | 2.55 | **3.47** |
| | | 1 | 0.4<br>.D..Colma........... | | 41.8 | s 6.13 | 6.23 | s 7.37 | 8.13 | 8.38 | 8.48 | 9.18 | s 9.50 | 10.21 | 11.51 | s12.54 | 3.46 | s 5.15 | s 6.06 | s 7.06 | f 9.22 | f 9.22 | 10.06 | 4.18 | 2.53 | 3.35 |
| | | 2 | 0.9<br>.....Sholim........... | | 40.9 | 6.12 | 6.22 | 7.35 | 8.12 | 8.37 | 8.47 | 9.16 | 9.48 | 10.20 | 11.50 | f12.51 | 3.45 | f 5.13 | 6.03 | 7.05 | 9.20 | 9.20 | 10.05 | 4.14 | 2.51 | 3.25 |
| | | 1 | 0.3<br>.....Emanuel.......... | | 40.6 | f 6.11 | 6.21 | 7.34 | 8.11 | 8.36 | 8.46 | 9.15 | f 9.47 | 10.19 | 11.49 | f12.49 | 3.44 | f 5.11 | f 6.02 | f 7.04 | f 9.19 | f 9.19 | 10.04 | 4.12 | 2.50 | 3.20 |
| | | 1 | 0.2<br>.....Cypress Lawn... | | 40.4 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | f........ | ........ | f........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ |
| | | 1 | 0.4<br>.....Holy Cross...... | | 40.0 | f 6.10 | **6.20** | f 7.33 | 8.10 | 8.35 | 8.45 | 9.14 | f 9.46 | 10.18 | 11.48 | f12.46 | 3 43 | f 5.10 | f 6.01 | f 7.03 | f 9.18 | f 9.18 | 10.03 | 4.10 | 2.48 | 3.15 |
| | | 3 | 1.2<br>.DN.BADEN..........W. | | 38.8 | 6.06 | 6.17 | **7.30** | 8.08 | 8.33 | 8.43 | 9.11 | 9.43 | 10.16 | 11.46 | 12.43 | 3 41 | 5.07 | **5.58** | **7.00** | 9.15 | 9.15 | 10.01 | 4.03 | 2.42 | 3.10 |
| | | | .DN.BADEN..........W. | | 38.8 | s 6.06 | ........ | f **7.30** | ........ | ........ | ........ | ........ | f 9.43 | ........ | ........ | f12.43 | ........ | 5.07 | f **5.58** | ........ | f 9.15 | f 9.15 | ........ | ........ | 2.42 | 3.10 |
| | | 4 | 1.4<br>.D..So. San Francisco... | | 37.4 | s 6.02 | ........ | s 7.26 | ........ | ........ | ........ | ........ | s 9.39 | ........ | ........ | s12.39 | ........ | s 5.03 | 5.54<br>s 5.51 | ........ | s 9.12 | s 9.12 | ........ | ........ | 2.35 | 3.00 |
| | | 4 | 1.4<br>.DN.SAN BRUNO........ | | 36.0 | 5.58 | ........ | 7.22 | ........ | ........ | ........ | ........ | 9.35 | ........ | ........ | 12.35 | ........ | 4.59 | 5.45 | ........ | 9.08 | 9.08 | ........ | ........ | 2.26 | 2.15 |
| 10 | 15 | | .DN.BADEN..........W. | | 38.8 | ........ | 6.17 | ........ | 8.08 | f 8.33 | 8.43 | 9.11 | ........ | 10.16 | 11.46 | ........ | 3.41 | ........ | ........ | f **7.00** | ........ | ........ | 10.01 | 4.03 | ........ | ........ |
| | | 4 | 1.5<br>.....Tanforan........ | | 36.6 | ........ | 6.14 | ........ | 8.06 | 8.31 | 8.41 | 9.08 | ........ | 10.14 | 11.44 | ........ | 3.39 | ........ | ........ | 6.56 | ........ | ........ | 9.58 | 3.55 | ........ | ........ |
| | | 2 | 0.6<br>.DN.San Bruno....... | Double Track. | 36.0 | s 5.58 | 6.13 | s 7.22 | 8.05 | **8.30** | 8.40 | 9.07 | f 9.35 | 10.13 | 11.43 | s12.35 | 3.38 | f 4.59 | s 5.45 | f 6.55 | f 9.08 | f 9.08 | 9.57 | 3.50 | 2.26 | 2.15 |
| | | 5 | 2.7<br>.D..Millbrae........ | | 33.3 | s 5.49 | 6.08 | s 7.16 | 8.01 | 8.26 | 8.36 | s 9.03 | s 9.25 | 10.10 | 11.40 | s12.30 | 3.34 | s 4.54 | s 5.37 | s 6.49 | s 8.57 | s 8.57 | 9.53 | 3.37 | 2.16 | 2.05 |
| | | 5 | 2.6<br>.D..Burlingame...... | | 30.7 | s 5.42 | 6.03 | s 7.10 | s 7.57 | 8.23 | 8.33 | s 8.58 | s 9.19 | 10.07 | 11.37 | s12.24 | 3.30 | s 4.49 | s 5.32 | s 6.44 | s 8.50 | s 8.50 | 9.50 | 3.25 | 2.08 | 1.50 |
| | | 3 | 1.6<br>.D..San Mateo.....W. | | 29.1 | s 5.38 | s 6.00 | s 7.06 | s 7.53 | s 8.21 | 8.31 | s 8.55 | s 9.15 | s10.05 | s11.34 | s12.20 | s 3.27 | s 4.45 | s 5.28 | s 6.40 | s 8.46 | s 8.46 | 9.47 | 3.17 | 2.03 | 1.40 |
| | | 5 | 2.4<br>.....Beresford........ | | 26.7 | s 5.27 | 5.54 | f 7.01 | 7.47 | 8.16 | 8.26 | 8.50 | f 9.09 | 10.00 | 11.29 | f12.14 | 3.23 | 4.40 | f 5.22 | 6.34 | s 8.37 | s 8.37 | 9.44 | 3.07 | 1.55 | 1.10 |
| | | 4 | 1.6<br>.D..Belmont......... | | 25.1 | s 5.22 | s 5.50 | s 6.58 | s 7.45 | 8.14 | 8.24 | s 8.48 | f 9.06 | 9.58 | 11.27 | s12.11 | 3.21 | s 4.38 | s 5.18 | s 6.32 | s 8.34 | s 8.34 | 9.42 | 3.01 | 1.50 | 1.05 |
| | | 3 | 1.3<br>.D..San Carlos....... | | 23.8 | s 5.18 | f 5.47 | s 6.55 | 7.43 | s 8.11 | 8.21 | 8.45 | f 9.03 | 9.55 | 11.25 | f12.08 | 3.19 | f 4.35 | s 5.14 | f 6.29 | s 8.31 | s 8.31 | 9.40 | 2.56 | 1.45 | 12.57 |
| | | 5 | 2.1<br>.D..Redwood......... | | 21.7 | s 5.13 | s 5.43 | s 6.51 | s 7.38 | s 8.07 | s 8.17 | s 8.41 | s 8.58 | s 9.52 | s11.22 | s12.03 | s 3.15 | s 4.31 | s 5.09 | s 6.24 | s 8.26 | s 8.26 | 9.37 | 2.47 | 1.40 | 12.45 |
| | | 5 | 2.5<br>.....Fair Oaks........ | | 19.2 | 5.07 | f 5.37 | s 6.46 | s 7.33 | s 8.02 | 8.13 | s 8.36 | f 8.52 | 9.49 | 11.18 | P M<br>f11.58 | 3.11 | f 4.27 | f 5.03 | f 6.19 | f 8.21 | f 8.21 | 9.34 | 2.37 | 1.34 | 12.20 |
| | | 3 | 1.1<br>.D..Menlo Park...W. | | 18.1 | s 5.05 | s 5.34 | s 6.44 | s 7.31 | s 7.59 | 8.11 | s 8.34 | s 8.49 | s 9.47 | 11.16 | s11.55 | 3.09 | s 4.25 | s 4.59 | s 6.16 | s 8.19 | s 8.19 | 9.32 | 2.33 | 1.30 | 12.14 |
| | | 3 | 1.3<br>.D..Palo Alto........ | | 16.8 | s 5.00 | s 5.30<br>A M LV | s 6.40 | s 7.27 | s 7.54 | 8.08 | s 8.30 | 8.45<br>A M LV | s 9.43 | s11.13 | s **11.52** | s 3.06 | s 4.21 | s 4.55 | s 6.12 | 8.15<br>P M LV | s 8.15 | 9.30 | 2.28 | 1.25 | P M<br>**11.52** |
| | | 3 | 1.5<br>.D..Mayfield......... | | 15.3 | s 4.57 | ........ | s 6.36 | 7.24 | s 7.50 | 8.05 | s 8.26 | ........ | 9.41 | **11.10** | s11.48 | 3.03 | s 4.17 | s 4.51 | s 6.08 | ........ | s 8.12 | 9.28 | 2.22 | 1.20 | **11.10** |
| | | 6 | 3.0<br>.....Castro........... | | 12.3 | f 4.51 | ........ | f 6.31 | s 7.20 | 7.45 | 8.00 | 8.22 | ........ | 9.37 | 11.06 | f11.43 | 2.59 | f 4.13 | f 4.45 | 6.03 | ........ | f 8.07 | 9.24 | 2.10 | 1.10 | 10.37 |
| | | 3 | 1.4<br>.D..Mountain View W. | | 10.9 | s 4.48 | ........ | s 6.29 | s 7.18 | s 7.43 | 7.58 | s 8.19 | ........ | 9.35 | 11.04 | s11.40 | 2.57 | s 4.11 | s 4.42 | s 6.01 | ........ | s 8.04 | 9.22 | 2.05 | 1.00 | 10.25 |
| | | 6 | 2.8<br>.D..Sunnyvale........ | | 8.1 | s 4.43 | ........ | f 6.24 | 7.13 | 7.39 | 7.54 | s 8.14 | ........ | 9.32 | 11.01 | s11.34 | 2.54 | s 4.05 | s 4.36 | s 5.55 | ........ | f 7.59 | 9.18 | 1.53 | 12.50 | 9.50 |
| | | 4 | 1.8<br>.D..Lawrence......... | | 6.3 | f 4.41 | ........ | f 6.21 | 7.11 | s 7.37 | 7.51 | 8.11 | ........ | 9.30 | 10.59 | s11.31 | 2.52 | s 4.01 | s 4.33 | s 5.51 | ........ | f 7.56 | 9.15 | 1.46 | 12.40 | 9.45 |
| | | 7 | 3.6<br>.D..Santa Clara...... | | 2.7 | s 4.35 | ........ | s 6.15 | s 7.05 | 7.30<br>A M LV | 7.45 | s 8.05 | ........ | s **9.25** | 10.54 | s11.25 | s 2.46 | s 3.55 | s 4.26 | s 5.45 | ........ | s 7.50 | 9.10 | 1.32 | 12.23 | **9.25** |
| | | 3 | 1.6<br>.....College Park.... | | 1.1 | f 4.32 | ........ | f 6.12 | 7.02 | ........ | 7.42 | 8.02 | ........ | 9.22 | 10.52 | f11.22 | 2.42 | 3.52 | f 4.22 | f 5.42 | ........ | f 7.47 | 9.07 | 1.25 | 12.18 | 9.03 |
| | | 3 | 1.1<br>.DN.SAN JOSE....W. | | 0.0 | 4.30<br>A M LV | ........ | 6.10<br>A M LV | 7.00<br>A M LV | ........ | 7.40<br>A M LV | 8.00<br>A M LV | ........ | 9.20<br>A M LV | 10.50<br>A M LV | 11.20<br>A M LV | 2.40<br>P M LV | 3.50<br>P M LV | 4.20<br>P M LV | 5.40<br>P M LV | ........ | 7.45<br>P M LV | 9.05<br>P M LV | 1.20<br>A M LV | 12.15<br>A M LV | 9.00<br>A M LV |
| | | | | | | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Sunday Only | Daily | Daily | Daily | Daily Ex. Sun. |
| | | | (50.7 miles) | | | (2.06) | (1.16) | (1.50) | (1.36) | (1.30) | (1.30) | (1.40) | (1.30) | (1.25) | (1.25) | (2.00) | (1.30) | (1.50) | (2.10) | (1.50) | (1.30) | (2.00) | (1.25) | (3.40) | (3.15) | (8.15) |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**
**Trains must obtain clearance cards before leaving San Francisco and San Jose.**
**On Sundays No. 41 will stop at any station on flag.**

**Eternal Home and Mt. Olivet are flag stops for Nos. 31, 35, 45, 47 and 49.**
**No. 21 will stop at Palo Alto, Redwood and San Mateo to let off passengers only from points east of San Jose.**

# COAST DIVISION: San Jose and Salinas.

## FROM SAN FRANCISCO.

| | Third Class. | | Second Class. | | | | | First Class. | | | | | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 58. Oct. 2, 1904.<br>STATIONS. | Minimum running time between stations for passenger trains – minutes. | Flagging distance pressed in number of poles. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 336<br>Local Freight<br>Daily Ex. Sun. | 334<br>Through Freight<br>Daily | 252<br>Tres Pinos Passenger<br>Daily | 250<br>Tres Pinos Freight<br>Daily Ex. Sun. | 248<br>Tres Pinos Passenger<br>Sunday Only | 246<br>Hollister Passenger<br>Daily | 244<br>Manifest Freight<br>Daily | 10<br>Sunset Express<br>Daily | 92<br>Salinas Passenger<br>Daily | 30<br>Tres Pinos Way Pass.<br>Daily | 28<br>Del Monte Express<br>Daily | 24<br>San Luis Obispo Way Pass.<br>Daily | 64<br>New Almaden Way Pass.<br>Tues. and Friday | 22<br>Coaster<br>Daily | | | | Danger | Caution |
| | | | PM LV 3.00 | AM LV 9.00 | AM LV 9.00 | AM LV 8.00 | AM LV 12.01 | PM LV 5.45 | PM LV 3.00 | PM AR 3.30 | PM LV 3.00 | AM LV 9.00 | AM LV 8.00 | AM LV 8.00 | 00.0 | SAN FRANCISCO | | | |
| | AM LV 7.00 | AM LV **12.50** | | | | | AM LV 3.30 | PM LV 7.35 | | PM LV 5.20 | PM LV 4.25 | AM LV **11.00** | AM LV 10.30 | AM LV **9.25** | 50.7 | DN SAN JOSE W | | | |
| | | | | | | | | | | | | | | | | 1.1 | 4 | | |
| | 7.06 | 12.56 | | | | | 3.35 | 7.39 | | s 5.24 | 4.29 | s11.04 | s10.34 | 9.29 | 51.8 | 4th St., San Jose | | | |
| | | | | | | | | | | | | | | | | 0.9 (No side track.) | 1¾ | 10 | 15 |
| | **7.18** | 12.59 | | | | | 3.38 | 7.41 | | 5.26 | 4.31 | 11.06 | s**10.39** | 9.31 | 52.7 | Valbrick | | | |
| | | | | | | | | | | | | | | | | 2.8 | 2¾ | | |
| | 7.34 | 1.08 | | | | | 3.50 | 7.47 | | f 5.30 | **4.35** | f11.10 | s10.52 | 9.34 | 55.5 | D HILLSDALE | | | |
| New Almaden Branch. | | | | | | | | | | | | | 10.55 | | 55.5 | D HILLSDALE | | | |
| | | | | | | | | | | | | | | | | 3.5 | 6½ | | |
| | | | | | | | | | | | | | s11.05 | | 59.0 | Alamitos | | | |
| | | | | | | | | | | | | | | | | 2.4 | 4¼ | 15 | 22 |
| | | | | | | | | | | | | | s11.20 | | 61.4 | Greystone W | | | |
| | | | | | | | | | | | | | | | | 1.9 | 3½ | | |
| | | | | | | | | | | | | | 11.35 AM AR | | 63.3 | D NEW ALMADEN W | | | |
| | 7.34 | 1.08 | | | | | 3.50 | 7.47 | | 5.30 | **4.35** | 11.10 | | 9.34 | 55.5 | D HILLSDALE | | | |
| | | | | | | | | | | | | | | | | 2.1 | 2¼ | | |
| | 7.42 | 1.14 | | | | | 4.01 | 7.51 | | s 5.34 | 4.39 | f11.13 | | 9.37 | 57.6 | Edenvale | | | |
| | | | | | | | | | | | | | | | | 2.9 | 3 | | |
| | 7.52 | 1.21 | | | | | 4.10 | 7.57 | | 5.38 | 4.43 | 11.19 | | 9.41 | 60.5 | Pomar | | | |
| | | | | | | | | | | | | | | | | 2.8 | 2¾ | | |
| | 8.10 | 1.34 | | | | | 4.26 | 8.03 | | s 5.43 | s 4.48 | s11.27 | | 9.45 | 63.3 | DN Coyote W | | | |
| | | | | | | | | | | | | | | | | 3.0 | 3 | | |
| | **8.38** | 1.43 | | | | | 4.39 | 8.09 | | f 5.48 | 4.52 | f11.32 | | 9.50 | 66.3 | Perry | | | |
| | | | | | | | | | | | | | | | | 3.0 | 3 | | |
| | 8.50 | 1.53 | | | | | 5.00 | 8.15 | | s 5.53 | 4.56 | f11.38 | | 9.54 | 69.3 | Madrone | | | |
| | | | | | | | | | | | | | | | | 1.6 | 1½ | | |
| | 9.05 | 1.58 | | | | | 5.06 | **8.21** | | s 5.57 | s 4.59 | s11.42 | | 9.56 | 70.9 | D Morganhill | | | |
| | | | | | | | | | | | | | | | | 1.3 | 1¼ | | |
| | 9.10 | 2.02 | | | | | 5.10 | 8.25 | | 5.59 | 5.01 | f11.45 | | 9.58 | 72.2 | Tennant | | | |
| | | | | | | | | | | | | | | | | 2.6 | 2½ | | |
| | 9.24 | 2.15 | | | | | 5.19 | 8.29 | | s 6.04 | 5.05 | s11.50 | | 10.01 | 74.8 | D San Martin | | | |
| | | | | | | | | | | | | | | | | 2.4 | 2½ | 10 | 15 |
| | 9.36 | 2.25 | | | | | 5.25 | 8.34 | | f 6.09 | 5.09 | f11.55 | | **10.05** | 77.2 | Rucker | | | |
| | | | | | | | | | | | | | | | | 3.6 | 4 | | |
| | **9.55**<br>**11.00** | 2.45<br>3.15 | PM LV 5.25 | PM LV 1.25 | PM LV 1.25 | AM LV 10.20 | 5.39 | s 8.40 | | s 6.15 | s 5.15 | PM s12.04 | | s**10.11** | 80.8 | DN GILROY W | | | |
| | | | | | | | | | | | | | | | | 2.4 | 2¾ | | |
| | 11.15 | 3.26 | 5.30 | 1.32 | 1.30 | 10.25 | 5.47 | 8.44 | | 6.20 | 5.20 | 12.10 | | 10.17 | 83.2 | CARNADERO | | | |
| Tres Pinos Branch. | | | 5.30 | 1.32 | 1.30 | 10.25 | | | | 6.20 | | | | | 83.2 | CARNADERO | | | |
| | | | | | | | | | | | | | | | | 2.8 | 4 | | |
| | | | | | | | | | | | | | | | 86.0 | Luzon (Spur) | | | |
| | | | | | | | | | | | | | | | | 3.3 | 5 | | |
| | | | f 5.41 | 1.52 | f 1.41 | f10.38 | | | | f 6.33 | | | | | 89.3 | Hayton (Spur) | | | |
| | | | | | | | | | | | | | | | | 5.7 | 9 | | |
| | | | s 5.57 | 2.30 | s 1.55 | 10.55 AM AR | | | | s **6.45** | | | | | 95.0 | D Hollister W | | | |
| | | | | | | | | | | | | | | | | 6.2 | 10 | | |
| | | | 6.20 PM AR | 3.00 PM AR | 2.15 PM AR | | | | | **7.05** PM AR | | | | | 101.2 | D TRES PINOS | | | |
| | 11.15 | 3.26 | | | | | 5.47 | 8.44 | | | 5.20 | 12.10 | | 10.17 | 83.2 | CARNADERO | | | |
| | | | | | | | | | | | | | | | | 1.2 | 1½ | | |
| | 11.20 | 3.30 | | | | | 5.51 | 8.46 | | | 5.22 | f12.12 | | 10.19 | 84.4 | Miller | | | |
| | | | | | | | | | | | | | | | | 2.8 | 2¾ | | |
| | **11.45** | 3.40 | | | | | **6.10** | 8.52 | | | s 5.27 | s**12.18** | | 10.23 | 87.2 | D Sargent | | | |
| | | | | | | | | | | | | | | | | 1.9 | 3 | | |
| | 11.55 | 3.50 | | | | | 6.17 | **8.55** | | | 5.31 | 12.22 | | 10.27 | 89.1 | Betabel | | | |
| | | | | | | | | | | | | | | | | 3.0 | 3¾ | 15 | 22 |
| | PM **12.28**<br>**12.53** | 4.15 | | | | | 6.27 | 9.00 | | | f 5.37 | s**12.28** | | 10.32 | 92.1 | Chittenden | | | |
| | | | | | | | | | | | | | | | | 1.0 | 2 | | |
| | 1.00 | 4.20 | | | | | 6.30 | 9.02 | | | 5.39 | 12.30 | | 10.34 | 93.1 | Logan | | | |
| | | | | | | | | | | | | | | | | 1.8 | 2¼ | | |
| | 1.12 | 4.33 | | | | | 6.36 | 9.05 | | | f 5.43 | s12.35 | | **10.37** | 94.9 | N Aromas | | | |
| | | | | | | | | | | | | | | | | 2.3 | 2¼ | | |
| | 1.27 | 4.45 | | | | | 6.44 | 9.08 | | | 5.47 | f**12.41** | | 10.40 | 97.2 | Vega | | | |
| | | | | | | | | | | | | | | | | 2.9 | 3 | | |
| | 1.45<br>3.00 | 5.00<br>**5.45** | | | | | 6.55 | s **9.12** | | | s 5.52 | s12.46<br>12.55 | | s10.43 | 100.1 | DN PAJARO W | | | |
| | | | | | | | | | | | | | | | | 5.7 | 7 | | |
| | 3.20 | 6.00 | | | | | 7.20 | 9.25 | | | f 6.08 | 1.05 | | 10.50 | 105.8 | Elkhorn | | | |
| | | | | | | | | | | | | | | | | 4.6 | 4¾ | 10 | 15 |
| | 3.45<br>4.25 | 6.15<br>6.25 | | | | | **7.40** | s 9.32 | PM LV 6.20 | | s **6.15** PM AR | ¶ 1.20<br>1.40 | | s10.57 | 110.4 | DN CASTROVILLE W | | | |
| | | | | | | | | | | | | | | | | 3.5 | 3½ | | |
| | 4.40 | 6.37 | | | | | 7.51 | 9.42 | f 6.30 | | | f 1.46 | | 11.05 | 113.9 | Cooper | | | |
| | | | | | | | | | | | | | | | | 1.8 | 2 | | |
| | 4.47 | 6.45 | | | | | 7.55 | 9.44 | f 6.33 | | | f 1.49 | | 11.08 | 115.7 | Graves | | | |
| | | | | | | | | | | | | | | | | 2.6 | 2½ | | |
| | 5.00 PM AR | **7.00** AM AR | | | | | 8.10 AM AR | s 9.50 PM AR | 6.40 PM AR | | | s 1.55 PM AR | | **11.15** AM AR | 118.3 | DN SALINAS W | | | |
| | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. | Sunday Only | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Tues. and Friday | Daily | | | | | |
| | (10.00) | (6.10) | (0.55) | (1.35) | (0.50) | (0.35) | (4.40) | (2.15) | (0.20) | (1.45) | (1.50) | (2.55) | (1.05) | (1.50) | | (67.6 miles) | | | |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**
**Trains must obtain clearance cards before leaving San Jose, Salinas, New Almaden and Tres Pinos.**
**No. 24 will stop at Newria on flag.**

**No. 334 will carry passengers between Castroville and Salinas.**

# COAST DIVISION: San Jose and Salinas.

## TOWARD SAN FRANCISCO.

| Flagging distance expressed in number of poles. | | Minimum running time between stations for freight trains—minutes. | | TIME TABLE No. 58. Oct. 2, 1904. | DISTANCE FROM SALINAS. | First Class. | | | | | | | Second Class. | | | | | Third Class. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Danger | Caution | | | STATIONS. | | 9 Sunset Express | 93 Castroville Passenger | 29 Tres Pinos Way Pass. | 27 Del Monte Express | 63 New Almaden Way Pass. | 23 San Luis Obispo Way Pass. | 21 Coaster | 243 Manifest Freight | 245 Gilroy Passenger | 247 Gilroy Passenger | 249 Gilroy Passenger | 251 Gilroy Freight | 335 Local Freight | 333 Through Freight | |
| | | | | | | Daily | Daily | Daily | Daily | Tues. and Friday | Daily | Daily | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily Ex. Sun. | Daily | |
| | | | | SAN FRANCISCO | 118.3 | AM AR<br>9.10 | PM AR<br>12.15 | AM AR<br>10.45 | PM AR<br>12.15 | PM AR<br>4.10 | PM AR<br>4.10 | PM AR<br>10.30 | AM AR<br>5.00 | PM AR<br>4.10 | PM AR<br>10.30 | PM AR<br>10.30 | | | | |
| 10 | 15 | | | DN.SAN JOSE W | 67.6 | AM AR<br>s 7.25 | | AM AR<br>s **9.10** | AM AR<br>s **10.45** | PM AR<br>1.05 | PM AR<br>s 2.30 | PM AR<br>s 9.00 | AM AR<br>**12.50** | | | | | PM AR<br>5.00 | PM AR<br>**11.45** | |
| | | 5 | 1.1 | 4th St., San Jose | 66.5 | 7.20 | | s 9.06 | 10.41 | s12.59 | s 2.26 | 8.55 | 12.45 | | | | | 4.52 | 11.40 | |
| | | 3 | 0.9 (No side track.) | Valbrick | 65.6 | **7.18** | | 9.04 | **10.39** | 12.57 | 2.23 | 8.52 | 12.41 | | | | | 4.47 | 11.37 | |
| | | 6 | 2.8 | D HILLSDALE | 62.8 | 7.13 | | 9.00 | 10.34 | 12.50 | 2.18 | 8.46 | 12.30 | | | | | **4.35** | 11.29 | |
| 15 | 22 | | | D HILLSDALE | 7.8 | | | | | s12.40 | | | | | | | | | | New Almaden Branch. |
| | | 10 | 3.5 | Alamitos | 4.3 | | | | | f12.22<br>PM | | | | | | | | | | |
| | | 8 | 2.4 | Greystone W | 1.9 | | | | | s11.59 | | | | | | | | | | |
| | | 6 | 1.9 | D..NEW ALMADEN W | 0.0 | | | | | 11.50<br>AM LV | | | | | | | | | | |
| 10 | 15 | | | D..HILLSDALE | 62.8 | 7.13 | | f 9.00 | 10.34 | | f 2.18 | 8.46 | 12.30 | | | | | **4.35** | 11.29 | |
| | | 4 | 2.1 | Edenvale | 60.7 | 7.09 | | s 8.56 | 10.31 | | f 2.14 | 8.43 | 12.22 | | | | | 4.10 | 11.24 | |
| | | 5 | 2.9 | Pomar | 57.8 | 7.03 | | 8.50 | 10.27 | | 2.05 | 8.38 | 12.10 | | | | | 3.52 | 11.15 | |
| | | 5 | 2.8 | DN.Coyote W | 55.0 | 6.57 | | s 8.45 | s10.24 | | s 2.02 | 8.34 | AM<br>11.58 | | | | | 3.45 | 11.08 | |
| | | 5 | 3.0 | Perry | 52.0 | 6.52 | | f **8.38** | 10.20 | | f 1.54 | 8.29 | 11.46 | | | | | 3.15 | 11.00 | |
| | | 5 | 3.0 | Madrone | 49.0 | 6.47 | | s 8.32 | 10.16 | | s 1.47 | 8.24 | 11.35 | | | | | 2.56 | 10.52 | |
| | | 3 | 1.6 | D. Morganhill | 47.4 | 6.44 | | s 8.28 | s10.14 | | s 1.43 | **8.21** | 11.30 | | | | | 2.47 | 10.47 | |
| | | 3 | 1.3 | Tennant | 46.1 | 6.41 | | 8.25 | 10.12 | | f 1.39 | 8.18 | 11.24 | | | | | 2.30 | 10.44 | |
| | | 5 | 2.6 | D..San Martin | 43.5 | 6.35 | | s 8.20 | 10.09 | | s 1.33 | 8.13 | 11.12 | | | | | 2.15 | 10.36 | |
| | | 4 | 2.4 | Rucker | 41.1 | 6.30 | | f 8.14 | **10.05** | | f 1.28 | 8.09 | 11.01 | | | | | 2.05 | 10.29 | |
| | | 7 | 3.6 | DN.GILROY W | 37.5 | s 6.22 | | s 8.00 | s **9.55** | | s **1.20** | s 8.02 | 10.44 | AM AR<br>11.55 | PM AR<br>5.05 | PM AR<br>7.21 | PM AR<br>9.00 | **1.45**<br>**12.45** | 10.05<br>9.35 | |
| | | 5 | 2.4 | CARNADERO | 35.1 | 6.17 | | 7.55 | 9.49 | | 1.11 | 7.58 | 10.32 | 11.50 | 4.59 | 7.16 | 8.50 | 12.32 | 9.25 | |
| 10 | 15 | | | CARNADERO | 18.0 | | | 7.55 | | | | | | 11.50 | 4.59 | 7.16 | 8.50 | | | Tres Pinos Branch. |
| | | 5 | 2.8 | Luzon (Spur) | 15.2 | | | | | | | | | | | | | | | |
| | | 6 | 3.3 | Hayton (Spur) | 11.9 | | | f 7.40 | | | | | | f11.36 | f 4.46 | f 7.01 | 8.20 | | | |
| | | 10 | 5.7 | D. Hollister W | 6.2 | | | s 7.30 | | | | | | 11.25<br>AM LV | s 4.35 | s **6.45** | 8.00<br>7.30 | | | |
| | | 14 | 6.2 | D. TRES PINOS | 0.0 | | | 7.10<br>AM LV | | | | | | | 4.15<br>PM LV | 6.25<br>PM LV | **7.05**<br>PM LV | | | |
| 15 | 22 | | | CARNADERO | 35.1 | 6.17 | | | 9.49 | | 1.11 | 7.58 | 10.32 | | | | | 12.32 | 9.25 | |
| | | 3 | 1.2 | Miller | 33.9 | 6.15 | | | 9.47 | | f 1.09 | 7.56 | 10.27 | | | | | 12.25 | 9.20 | |
| | | 6 | 2.8 | D. Sargent | 31.1 | **6.10** | | | s 9.42 | | s 1.04 | 7.51 | 10.12 | | | | | **12.18**<br>PM<br>**11.45** | 9.10 | |
| | | 5 | 1.9 | Betabel | 29.2 | 6.06 | | | 9.38 | | 1.00 | 7.48 | 10.00 | | | | | 11.20 | **8.55** | |
| | | 7 | 3.0 | Chittenden | 26.2 | 6.00 | | | f 9.33 | | s**12.53** | 7.43 | 9.44 | | | | | 10.55 | 8.20 | |
| | | 3 | 1.0 | Logan | 25.2 | 5.58 | | | 9.31 | | 12.51 | 7.41 | 9.40 | | | | | 10.48 | 8.15 | |
| | | 4 | 1.8 | N. Aromas | 23.4 | 5.55 | | | f 9.28 | | s12.46 | 7.38 | 9.33 | | | | | **10.37** | 8.10 | |
| 10 | 15 | 6 | 2.3 | Vega | 21.1 | 5.50 | | | 9.25 | | f**12.41** | 7.35 | 9.23 | | | | | 10.00 | 8.00 | |
| | | 6 | 2.9 | DN.PAJARO W | 18.2 | s **5.45** | | | s **9.15** | | 12.35<br>s12.20 | s **7.23** | **9.12** | | | | | **9.30**<br>**8.55** | **7.50**<br>**6.55** | |
| | | 11 | 5.7 | Elkhorn | 12.5 | 5.34 | | | f 9.07 | | 12.11 | 7.15 | 8.44 | | | | | 8.15 | 6.30 | |
| | | 8 | 4.6 | DN.CASTROVILLE W | 7.9 | s 5.24 | AM AR<br>8.40 | | 9.00<br>AM LV | | 12.05<br>PM<br>¶11.45 | s 7.03 | 8.28 | | | | | 8.00<br>**7.35** | **6.15**<br>5.55 | |
| | | 6 | 3.5 | Cooper | 4.4 | 5.18 | f 8.28 | | | | f11.34 | 6.57 | 8.16 | | | | | 7.15 | 5.41 | |
| | | 3 | 1.8 | Graves | 2.6 | 5.15 | f 8.25 | | | | f11.30 | 6.54 | 8.10 | | | | | 7.10 | 5.37 | |
| | | 5 | 2.6 | DN.SALINAS W | 0.0 | 5.10<br>AM LV | 8.20<br>AM LV | | | | **11.25**<br>AM LV | 6.50<br>PM LV | 8.00<br>PM LV | | | | | **7.00**<br>AM LV | 5.30<br>PM LV | |
| | | | | | | Daily | Daily | Daily | Daily | Tues. and Friday | Daily | Daily | Daily | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily Ex. Sun. | Daily | |
| | | | | (67.6 miles) | | (2.15) | (0.20) | (2.00) | (1.45) | (1.15) | (3.05) | (2.10) | (4.50) | (0.30) | (0.50) | (0.56) | (1.55) | (10.00) | (6.15) | |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**
**Trains must obtain clearance cards before leaving San Jose, Salinas, New Almaden and Tres Pinos.**

**No. 23 will stop at Newria on flag.**
**No. 333 will carry passengers between Salinas and Castroville.**

# COAST DIVISION: Salinas and Santa Margarita.

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FROM SAN FRANCISCO.** | | | | | | Flagging distance expressed in number of poles. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | **TIME TABLE No. 58. Oct. 2, 1904.** | DISTANCE FROM SANTA MAGARITA. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. | | **TOWARD SAN FRANCISCO.** | | | | | |
| **Third Class.** | | **Second Class.** | **First Class.** | | | | | | | | | | | | **First Class.** | | | **Second Class.** | **Third Class.** | |
| | 334 Local Freight | 244 Manifest Freight | 10 Sunset Express | 24 San Luis Obispo Way Pass. | 22 Coaster | Danger Point | Caution Point | | | STATIONS. | | | Danger Point | Caution Point | 9 Sunset Express | 23 San Luis Obispo Way Pass. | 21 Coaster | 243 Manifest Freight | 333 Local Freight | |
| | **Daily Ex. Sun.** | **Daily** | **Daily** | **Daily** | **Daily** | | | | | | | | | | **Daily** | **Daily** | **Daily** | **Daily** | **Daily Ex. Sun.** | |
| | | AM LV 12.01 | PM LV 5.45 | AM LV 9.00 | AM LV 8.00 | | | | 00.0 | SAN FRANCISCO | 235.5 | | | | AM AR 9.10 | PM AR 4.10 | PM AR 10.30 | AM AR 5.00 | | |
| | AM LV 8.30 | AM LV 9.10 | PM LV 9.55 | PM LV 2.00 | AM LV **11.20** | | | | 118.3 | DN SALINAS W<br>2.2 | 117.2 | | | | AM AR s 5.00 | AM AR s **11.15** | PM AR s **6.45** | PM AR **6.35** | PM AR 4.00 | |
| | 8.38 | 9.16 | 10.00 | 2.05 | 11.24 | | | 2½ | 120.5 | SPRECKELS JUNC.<br>2.8 | 115.0 | 5 | | | 4.56 | 11.09 | 6.41 | 6.27 | 3.45 | |
| Spreckels Branch | | | | | | | | 4 | 123.3 | SPRECKELS | | 8 | | | | | | | | Spreckels Branch |
| | 8.38 | 9.16 | 10.00 | 2.05 | 11.24 | | | | 120.5 | SPRECKELS JUNC.<br>4.8 | 115.0 | | | | 4.56 | 11.09 | 6.41 | 6.27 | 3.45 | |
| | 8.55 | 9.30 | 10.07 | f 2.12 | 11.31 | 10 | 15 | 4¾ | 125.3 | Spence<br>3.8 | 110.2 | 8¼ | 10 | 15 | 4.48 | f11.02 | 6.35 | 6.11 | 3.31 | |
| | 9.15 | 9.41 | 10.14 | s 2.20 | 11.36 | | | 3¾ | 129.1 | D Chualar<br>2.9 | 106.4 | 6¼ | | | 4.41 | s10.55 | 6.30 | 6.00 | 3.16 | |
| | 9.19 | 9.49 | 10.17 | 2.24 | 11.39 | | | 3 | 132.0 | Penvir<br>3.2 | 103.5 | 4 | | | 4.34 | 10.49 | 6.25 | 5.49 | 2.50 | |
| | 9.45 | 9.59 | f10.25 | s **2.30** | 11.45 | | | 3 | 135.2 | D Gonzales<br>5.7 | 100.3 | 6 | | | f 4.30 | s10.44 | 6.21 | 5.40 | **2.30** | |
| | 10.01 | 10.12 | 10.34 | f 2.39 | 11.53 | | | 5¾ | 140.9 | Camphora<br>2.7 | 94.6 | 10 | | | 4.20 | f10.34 | 6.13 | 5.20 | 2.05 | |
| | **10.08**<br>**10.40** | **10.30** | s10.39 | s 2.45 | 11.56 | | | 2¾ | 143.6 | DN Soledad W<br>4.3 | 91.9 | 4½ | | | s 4.15 | s **10.30** | 6.10 | 5.11 | 1.50 | |
| | 10.55 | 10.45 | 10.45 | f 2.52 | PM 12.03 | | | 4¼ | 147.9 | Riverbank<br>4.4 | 87.6 | 7¼ | | | 4.07 | f10.22 | 6.04 | 4.57 | 1.30 | |
| | 11.08 | 10.58 | 10.52 | s 3.00 | 12.09 | | | 5½ | 152.3 | D Metz<br>6.5 | 83.2 | 9 | | | 4.00 | s10.15 | 5.57 | 4.41 | 1.10 | |
| | 11.28 | 11.18 | 11.05 | f 3.12 | 12.20 | | | 8 | 158.8 | Coburn<br>5.0 | 76.7 | 13 | | | 3.48 | f10.03 | 5.47 | 4.20 | 12.46 | |
| | PM **12.01**<br>**12.40** | 11.34 | s11.15 | s 3.21 | **12.28** | | | 5 | 163.8 | DN Kings City W<br>3.4 | 71.7 | 8½ | | | s 3.40 | s 9.56 | 5.41 | 4.04 | **12.28**<br>**12.01** | |
| | 12.51 | **11.44** | 11.21 | 3.27 | 12.33 | | | 4 | 167.2 | Welby<br>5.3 | 68.3 | 6 | | | 3.33 | 9.51 | 5.36 | 3.53 | PM **11.44** | |
| | 1.06 | 11.59 | f11.31 | s **3.37** | 12.40 | | | 6 | 172.5 | D San Lucas<br>5.3 | 63.0 | 12 | | | f 3.24 | s 9.43 | 5.29 | **3.37** | 11.15 | |
| | 1.23 | PM 12.15 | 11.42 | 3.46 | 12.47 | | | 6 | 177.8 | Upland<br>5.1 | 57.7 | 11 | | | 3.15 | 9.33 | 5.23 | 3.15 | 11.00 | |
| | 1.37 | 12.34 | s11.53 | s 3.56 | s12.55 | | | 6 | 182.9 | DN San Ardo W<br>3.5 | 52.6 | 11 | | | s 3.05 | s 9.26 | s 5.16 | 2.59 | 10.38 | |
| | 1.46 | 12.42 | 11.57 | 4.01 | 1.00 | | | 4 | 186.4 | Getty<br>3.3 | 49.1 | 7 | | | 2.58 | 9.17 | 5.10 | 2.48 | 10.25 | |
| | 1.57 | **1.06** | AM 12.06 | f 4.07 | **1.06** | 15 | 22 | 4 | 189.7 | Wunpost<br>6.3 | 45.8 | 7 | 15 | 22 | 2.54 | f 9.13 | 5.06 | 2.40 | 10.15 | |
| | **2.20** | 1.35 | f12.21 | s 4.19 | 1.17 | | | 8½ | 196.0 | D Bradley<br>5.5 | 39.5 | 14 | | | f 2.42 | s 9.01 | 4.55 | **2.20** | 9.54 | |
| | 2.40 | **1.58** | 12.32 | f 4.27 | 1.27 | | | 7½ | 201.5 | Nacimiento<br>5.5 | 34.0 | 12 | | | 2.33 | f 8.50 | 4.45 | **1.58** | 9.36 | |
| | 3.05 | 2.17 | s12.43 | s **4.37** | **1.35** | | | 5¾ | 207.0 | D San Miguel W<br>4.1 | 28.5 | 12 | | | s 2.22 | s 8.40 | **4.37** | **1.35** | 9.15 | |
| | 3.20 | 2.29 | 12.52 | f 4.46 | 1.40 | | | 4 | 211.1 | Wellsona<br>5.3 | 24.4 | 8 | | | 2.15 | f 8.32 | 4.31 | 1.18 | 9.00 | |
| | 3.45 | 2.50 | s 1.02 | s 4.56 | s 1.49 | | | 6¼ | 216.4 | DN Paso Robles W<br>5.4 | 19.1 | 10½ | | | s 2.06 | s 8.22 | s 4.25 | 1.02 | 8.45 | |
| | **4.16** | 3.22 | f 1.18 | s 5.06 | 1.56 | | | 6½ | 221.8 | D Templeton<br>3.2 | 13.7 | 11 | | | f 1.56 | s **8.11** | **4.16** | 12.46 | **8.11** | |
| | 4.26 | 3.35 | 1.26 | f 5.11 | 2.01 | | | 4 | 225.0 | Asuncion<br>3.2 | 10.5 | 7 | | | 1.50 | f 8.06 | 4.11 | 12.37 | 7.51 | |
| | 4.40 | 3.47 | 1.33 | f 5.15 | 2.06 | | | 4 | 228.2 | Atascadero<br>2.2 | 7.3 | 7 | | | 1.45 | f 8.00 | 4.07 | 12.28 | 7.42 | |
| | 4.50 | **4.04** | **1.41** | f 5.19 | 2.10 | | | 2¾ | 230.4 | Havel<br>5.1 | 5.1 | 5 | | | **1.41** | f 7.55 | **4.04** | 12.21 | 7.36 | |
| | **5.20** PM AR | 4.25 PM AR | s 1.53 AM AR | s **5.30** PM AR | s 2.20 PM AR | | | 6¼ | 235.5 | DN STA. MARGARITA W | 0.0 | 10½ | | | 1.25 AM LV | 7.45 AM LV | 3.50 PM LV | 12.05 PM LV | 7.20 AM LV | |
| | **Daily Ex. Sun.** | **Daily** | **Daily** | **Daily** | **Daily** | | | | | | | | | | **Daily** | **Daily** | **Daily** | **Daily** | **Daily Ex. Sun.** | |
| | (8.50) | (7.15) | (3.58) | (3.30) | (3.00) | | | | | (117.2 miles.) | | | | | (3.35) | (3.30) | (2.55) | (6.30) | (8.40) | |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**

**Trains must obtain clearance cards before leaving Salinas.**

**Nos. 333 and 334 will carry passengers between Santa Margarita and Salinas.**

# COAST DIVISION: Santa Margarita and Lompoc.

| FROM SAN FRANCISCO. | | | | | | | | | | | | | | | | | TOWARD SAN FRANCISCO. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Third Class. | Second Class. | First Class. | | | | | | Flagging distance expressed in number of poles. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 58. Oct. 2, 1904. | DISTANCE FROM SURF. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. | | First Class. | | | | | | Second Class. | Third Class. |
| 334 Local Freight | 244 Manifest Freight | 98 Lompoc Passenger | 96 Lompoc Freight | 94 Lompoc Passenger | 24 San Luis Obispo Way Pass. | 22 Coaster | 10 Sunset Express | Danger Point | Caution Point | | | STATIONS. | | | Danger Point | Caution Point | 23 San Luis Obispo Way Pass. | 21 Coaster | 9 Sunset Express | 95 Lompoc Freight | 97 Lompoc Passenger | 99 Lompoc Passenger | 243 Manifest Freight | 333 Local Freight |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. |
| | AM LV 12.01 | AM LV 8.00 | | PM LV 5.45 | AM LV 9 00 | AM LV 8.00 | PM LV 5.45 | | | | 00.0 | SAN FRANCISCO | 302.7 | | | | PM AR 4.10 | PM AR 10.30 | AM AR 9.10 | | PM AR 10.30 | AM AR 9.10 | AM AR 5.00 | |
| PM LV **5.30** | PM LV 4.25 | | | | PM LV **5.30** | PM LV 2.20 | AM LV 1.53 | 5 | 10 | | 235.5 | DN. STA. MARGARITA. W | 67.2 | | 15 | 22 | AM AR s 7.45 | PM AR s 3.50 | AM AR s 1.25 | | | | PM AR 12.05 | AM AR 7.20 |
| | | | | | | | | | | 7 | | 3.5 | | 11 | | | | | | | | | | |
| 6.05 | 4.45 | | | | f 5.38 | 2.28 | 2.02 | | | | 239.0 | D. Cuesta | 63.7 | | | | f 7.35 | 3.40 | 1.15 | | | | PM 11.50 | 7.05 |
| | | | | | | | | | | 2½ | | 1.1 | | 4 | | | | | | | | | | |
| | | | | | | | | 15 | 22 | | 240.8 | Thyle (Spur) | 62.6 | | 5 | 10 | | | | | | | | |
| | | | | | | | | | | 7 | | 3.5 | | 12 | | | | | | | | | | |
| 6.25 | 5.05 | | | | f 5.50 | 2.40 | 2.14 | | | | 243.6 | DN Serrano W | 59.1 | | | | f 7.22 | 3.27 | 1.02 | | | | 11.26 | 6.41 |
| | | | | | | | | | | 8½ | | 4.3 | | 14 | | | | | | | | | | |
| 6.45 | 5.20 | | | | f 6.02 | 2.52 | 2.26 | | | | 247.3 | Goldtree | 54.8 | | | | f 7.10 | 3.15 | 12.50 | | | | 11.00 | 6.15 |
| | | | | | | | | | | 6 | | 3.1 | | 10 | | | | | | | | | | |
| 7.00 | 5.40 | | | | 6.10 | 3.00 | 2.34 | | | | 251.0 | Hathaway Ave | 51.7 | | | | 7.03 | 3.08 | 12.43 | | | | 10.49 | 6.04 |
| | | | | | | | | | | 1 | | 0.5 | | 1 | | | | | | | | | | |
| 7.02 | 5.42 | | | | s 6.12 | 3.02 | 2.36 | | | | 251.5 | Ramona Hotel | 51.2 | | | | s 7.02 | 3.07 | 12.42 | | | | 10.47 | 6.02 |
| | | | | | | | | | | 1 | | 0.7 | | 2 | | | | | | | | | | |
| 7.05 PM AR | 5.45 PM AR | | | | 6.15 PM AR | **3.05** PM AR | 2.38 AM AR | | | | 252.2 | DN. S. LUIS OBISPO. W | 50.5 | | | | 7.00 AM LV | **3.05** PM LV | 12.40 AM LV | | | | 10.45 AM LV | 6.00 AM LV |
| AM LV 7.30 | PM LV 7.00 | | | | | PM LV 3.10 | AM LV 2.50 | | | | 252.2 | DN. S. LUIS OBISPO. W | 50.5 | | | | | PM AR 3.00 | AM AR 12.28 | | | | AM AR 10.00 | PM AR 5.20 |
| | | | | | | | | | | 7 | | 5.7 | | 11 | | | | | | | | | | |
| 7.46 | 7.22 | | | | | f 3.22 | f 3.00 | | | | 257.9 | D. Edna | 44.8 | | | | | f 2.48 | f12.16 | | | | 9.35 | 5.00 |
| | | | | | | | | | | 9 | | 6.3 | | 12 | | | | | | | | | | |
| 8.06 | 7.48 | | | | | 3.36 | f 3.13 | | | | 264.2 | Grover | 38.6 | | | | | 2.35 | f12.01 | | | | 8.54 | 4.15 |
| | | | | | | | | | | 2 | | 1.8 | | 4 | | | | | | | | | | |
| 8.11 | 7.55 | | | | | s 3.40 | f 3.17 | | | | 266.0 | D. Oceano W | 36.7 | | | | | s 2.31 | AM f11.57 | | | | 8.47 | 4.05 |
| | | | | | | | | | | 4¾ | | 3.9 | | 8 | | | | | | | | | | |
| **8.32** | 8.15 | | | | | f **3.47** | 3.25 | | | | 269.9 | Callender | 32.8 | | | | | f 2.24 | 11.49 | | | | **8.32** | **3.47** |
| | | | | | | | | | | 2¾ | | 2.6 | | 5 | | | | | | | | | | |
| 8.42 | 8.25 | | | | | 3.52 | f 3.30 | | | | 272.5 | Bromela | 30.2 | | | | | 2.20 | f11.44 | | | | 8.22 | 3.30 |
| | | | | | | | | | | 4¾ | | 4.0 | | 8 | | | | | | | | | | |
| 8.55 | 8.45 | | | | | s 4.00 | s 3.38 | | | | 276.5 | DN.. GUADALUPE... W | 26.2 | | | | | 2.14 | 11.33 | | | | 8.10 | 3.15 |
| Guadalupe Branch. | | | | | | | | | | | 276.5 | DN.. GUADALUPE... W | 4.8 | | | | | | | | | | | Guadalupe Branch. |
| | | | | | | | | | | 8 | | 4.0 | | 12 | | | | | | | | | | |
| | | | | | | | | | | | 280.5 | Iremel | 0.8 | | | | | | | | | | | |
| | | | | | | | | | | 2 | | 0.8 | | 5 | | | | | | | | | | |
| | | | | | | | | | | | 281.3 | BETTERAVIA | 0.0 | | | | | | | | | | | |
| 9.30 | 8.45 | | | | | 4.00 | 3.38 | 15 | 22 | | 276.5 | DN.. GUADALUPE.. W | 26.2 | | 15 | 22 | | s 2.14 | s11.33 | | | | 8.10 | 2.29 |
| | | | | | | | | | | 5 | | 4.3 | | 9 | | | | | | | | | | |
| 9.55 | 9.15 | | | | | f 4.08 | f 3.47 | | | | 280.8 | Waldorf | 21.9 | | | | | f **2.06** | f11.25 | | | | 7.57 | **2.06** |
| | | | | | | | | | | 4¾ | | 4.0 | | 8 | | | | | | | | | | |
| 10.15 | 9.45 | | | | | 4.16 | 3.56 | | | | 284.8 | Schumann | 17.9 | | | | | 2.00 | 11.18 | | | | 7.45 | 1.35 |
| | | | | | | | | | | 3¼ | | 2.7 | | 5½ | | | | | | | | | | |
| 10.25 | 9.55 | | | | | f 4.21 | f 4.03 | | | | 287.5 | D. Casmalia | 15.2 | | | | | f 1.55 | f11.11 | | | | 7.20 | 1.10 |
| | | | | | | | | | | 3 | | 2.5 | | 5 | | | | | | | | | | |
| 10.34 | 10.05 | | | | | 4.25 | 4.09 | | | | 290.0 | Antonio | 12.7 | | | | | 1.50 | 11.05 | | | | 7.09 | 1.00 |
| | | | | | | | | | | 4 | | 3.2 | | 7 | | | | | | | | | | |
| 10.45 | 10.20 | | | | | 4.31 | f 4.16 | | | | 293.2 | Narlon | 9.5 | | | | | 1.44 | f10.58 | | | | 6.57 | 12.50 |
| | | | | | | | | | | 4¾ | | 4.0 | | 8 | | | | | | | | | | |
| 11.15 | **10.52** | | | | | 4.39 | 4.25 | | | | 297.2 | Tangair | 5.5 | | | | | 1.38 | **10.52** | | | | 6.45 | 12.40 |
| | | | | | | | | | | 6½ | | 5.5 | | 11 | | | | | | | | | | |
| **11.45** AM AR | 11.20 PM AR | | | | | s 4.49 PM AR | s 4.36 AM AR | | | | 302.7 | DN. SURF W | 0.0 | | | | | 1.28 PM LV | 10.35 PM LV | | | | 6.20 AM LV | **12.20** PM LV |
| Lompoc Branch. | | PM LV 4.55 | PM LV 1.35 | AM LV 4.40 | | | | | | | 302.7 | DN. SURF W | 9.6 | | | | | | | AM AR 4.15 | PM AR 1.10 | PM AR 4.40 | | Lompoc Branch. |
| | | | | | | | | | | 2 | | 1.1 | | 3 | | | | | | | | | | |
| | | s 5.00 | s 1.45 | s 4.45 | | | | | | | 303.8 | Baroda | 8.5 | | | | | | | s 4.00 | s 1.05 | s 4.35 | | |
| | | | | | | | | | | 10 | | 8.5 | | 17 | | | | | | | | | | |
| | | 5.20 PM AR | 2.20 PM AR | 5.05 AM AR | | | | | | | 312.3 | D. LOMPOC | 0.0 | | | | | | | 3.25 AM LV | 12.45 PM LV | 4.15 PM LV | | |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. |
| (18.15) | (6.55) | (0.25) | (0.45) | (0.25) | (0.45) | (2.29) | (2 43) | | | | | (67.2 miles.) | | | | | (0.45) | (2.22) | (2.50) | (0.50) | (0.25) | (0.25) | (5.45) | (19.00) |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**

**Trains must obtain clearance cards before leaving San Luis Obispo.**

**No. 333 and 334 will carry passengers between Santa Margarita and Surf.**

# COAST DIVISION: Surf and Santa Barbara.

| FROM SAN FRANCISCO.<br>Third Class. | Second Class. | First Class. | | Flagging distance expressed in number of poles. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 58. Oct. 2, 1904. | DISTANCE FROM SANTA BARBARA. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. | | TOWARD SAN FRANCISCO.<br>First Class. | | Second Class. | Third Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 334 | 244 | 22 | 10 | | | | | | | | | | 21 | 9 | 243 | 333 |
| Local Freight | Manifest Freight | Coaster | Sunset Express | | | | | STATIONS | | | | | Coaster | Sunset Express | Manifest Freight | Local Freight |
| Daily Ex. Sun. | Daily | Daily | Daily | Danger Point | Caution Point | | | | | | Danger Point | Caution Point | Daily | Daily | Daily | Daily Ex. Sun. |
| | AM LV<br>12.01 | AM LV<br>8.00 | PM LV<br>5.45 | | | | | SAN FRANCISCO | | | | | PM AR<br>10.30 | AM AR<br>9.10 | AM AR<br>5.00 | |
| PM LV<br>**12.05** | PM LV<br>11.20 | PM LV<br>4.49 | AM LV<br>4.36 | | | | 302.7 | DN SURF W | 66.9 | | | | PM AR<br>s 1.28 | PM AR<br>s10.35 | AM AR<br>6.20 | PM AR<br>**12.05** |
| 12.30 | 11.45 | 4.59 | f 4.48 | | | 7 | 308.0 | 5.3<br>Honda | 61.6 | 11 | | | 1.17 | f10.23 | 5.55 | PM<br>11.45 |
| **1.09** | AM<br>12.01 | 5.06 | f 5.00 | | | 5 | 312.6 | 4.6<br>Arguello | 57.0 | 9 | | | **1.09** | f10.14 | 5.40 | 11.30 |
| 1.31 | 12.18 | f 5.14 | f **5.09** | | | 5 | 317.4 | 4.8<br>DN Sudden | 52.2 | 9 | | | f12.59 | f10.02 | **5.09** | 11.10 |
| 1.46 | 12.30 | 5.20 | 5.16 | | | 4 | 320.6 | 3.2<br>Jalama W | 49.0 | 7 | | | 12.53 | 9.55 | 4.45 | 10.59 |
| 2.06 | 12.55 | f 5.29 | f 5.25 | | | 5 | 325.3 | 4.7<br>D Concepcion | 44.3 | 9 | | | f12.46 | f 9.45 | 4.25 | 10.45 |
| 2.20 | 1.15 | 5.37 | 5.36 | | | 5 | 329.9 | 4.6<br>Gato | 39.7 | 9 | | | 12.39 | 9.35 | 4.07 | 10.20 |
| 2.23 | 1.20 | 5.39 | f 5.38 | | | 1½ | 331.0 | 1.1<br>San Augustine | 38.6 | 3 | | | 12.37 | f 9.33 | 4.04 | 10.17 |
| 2.35 | 1.37 | f 5.45 | f 5.45 | | | 4 | 334.2 | 3.2<br>Santa Anita | 35.4 | 7 | | | f12.31 | f 9.26 | 3.54 | 10.05 |
| 2.38 | 1.40 | 5.46 | 5.46 | | | ½ | 334.8 | 0.6<br>Sacate | 34.8 | 1 | | | 12.30 | 9.25 | 3.52 | 10.04 |
| 3.00 | 2.05 | s 5.54 | s 5.56 | 15 | 22 | 5 | 339.4 | 4.6<br>DN Gaviota W | 30.2 | 9 | 15 | 22 | s12.22 | s 9.14 | 3.38 | 9.48 |
| 3.20 | 2.33 | f 6.05 | f 6.10 | | | 9 | 345.7 | 6.3<br>Tajiguas | 23.9 | 14 | | | f12.10 | f 9.01 | 3.16 | 9.25 |
| 3.30 | 2.48 | 6.10 | f 6.16 | | | 4 | 348.6 | 2.9<br>Orella | 21.0 | 6 | | | 12.05 | f 8.55 | 3.05 | 9.14 |
| 3.37 | **3.00** | 6.12 | f 6.18 | | | 2 | 349.9 | 1.3<br>Capitan | 19.7 | 4 | | | 12.03 | 8.52 | **3.00** | 9.09 |
| 4.05 | 3.25 | s 6.25 | s 6.30 | | | 7 | 355.0 | 5.1<br>DN Naples W | 14.6 | 9 | | | PM<br>s11.54 | s 8.40 | 2.46 | 8.50 |
| 4.25 | 3.40 | f 6.33 | f 6.37 | | | 5 | 358.9 | 3.9<br>Elwood | 10.7 | 8 | | | f11.48 | f 8.33 | 2.35 | 8.32 |
| 4.31 | 3.44 | 6.35 | 6.39 | | | 2 | 360.1 | 1.2<br>Coromar | 9.5 | 4 | | | 11.46 | 8.29 | 2.31 | 8.29 |
| 4.35 | 3.48 | 6.38 | 6.42 | | | 2¼ | 361.7 | 1.6<br>La Patera | 7.9 | 4 | | | 11.43 | 8.26 | 2.27 | 8.25 |
| 4.42 | 3.52 | s 6.40 | s 6.44 | | | 2 | 362.8 | 1.1<br>D Goleta | 6.8 | 3 | | | s11.41 | s 8.24 | 2.24 | 8.20 |
| 5.05 | 4.20 | 6.48 | 6.51 | | | 5 | 366.5 | 3.7<br>Irma | 3.1 | 7 | | | 11.34 | 8.16 | 2.13 | 8.05 |
| 5.20<br>PM AR | 4.40<br>AM AR | 6.55<br>PM AR | 7.00<br>AM AR | | | 4 | 369.6 | 3.1<br>DN S. BARBARA W | 0.0 | 6 | | | 11.30<br>AM LV | 8.10<br>PM LV | 2.00<br>AM LV | 7.55<br>AM LV |
| Daily Ex. Sun. | Daily | Daily | Daily | | | | | | | | | | Daily | Daily | Daily | Daily Ex. Sun. |
| (5.15) | (5.20) | (2.06) | (2.24) | | | | | (66.9 miles.) | | | | | (1.58) | (2.25) | (4.20) | (4.10) |

Coast Division Trains will be governed by San Joaquin Division Time Table between Santa Barbara and Mason Street.

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**

**Trains must obtain clearance cards before leaving Santa Barbara.**

**Nos. 333 and 334 will carry passengers between Surf and Santa Barbara.**

# COAST DIVISION: Castroville and Pacific Grove.

| FROM SAN FRANCISCO. | | | | | | | | | | | | TIME TABLE No. 58. Oct. 2, 1904. | | | | | TOWARD SAN FRANCISCO. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Second Class. | First Class. | | | | | | Flagging distance expressed in number of poles. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | STATIONS. | DISTANCE FROM PACIFIC GROVE. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. | | First Class. | | | | | | Second Class. |
| 272 Pacific Grove Freight | 88 Pacific Grove Passenger | 86 Pacific Grove Passenger | 28 Del Monte Express | 84 Pacific Grove Passenger | 82 Pacific Grove Passenger | 80 Pacific Grove Passenger | Danger Point | Caution Point | | | | | | Danger Point | Caution Point | 27 Del Monte Express | 81 Castroville Passenger | 83 Castroville Passenger | 85 Castroville Passenger | 87 Castroville Passenger | 89 Castroville Passenger | 271 Castroville Freight |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Sunday Only | | | | | | | | | | Daily | Daily | Daily | Sunday Only | Daily | Daily | Daily Ex. Sun. |
| | PM LV 5.45 | | PM LV 3.00 | AM LV 9.00 | AM LV 8.00 | | | | | 00.0 | SAN FRANCISCO | 128.4 | | | | PM AR 12.15 | | PM AR 4.10 | | PM AR 10.30 | | |
| AM LV **9.00** | PM LV 9.35 | PM LV 7.05 | PM LV 6.18 | PM LV 1.25 | AM LV 11.00 | AM LV 8.50 | 15 | 22 | | 110.4 | DN. CASTROVILLE .. W. | 18.0 | | 15 | 22 | AM AR s **9.00** | AM AR 10.50 | AM AR 11.40 | PM AR 6.10 | PM AR 6.55 | PM AR 9.25 | PM AR 5.30 |
| | | | | | | | | | 3 | | 2.1 | | 5 | | | | | | | | | |
| 9.06 | f 9.40 | f 7.10 | f 6.23 | f 1.30 | 11.05 | f **8.55** | | | | 112.5 | Morocojo | 15.9 | | | | f **8.55** | f10.41 | f11.35 | f 6.05 | 6.50 | f 9.19 | 5.20 |
| | | | | | | | | | 1½ | | 1.3 | | 3 | | | | | | | | | |
| 9.10 | f 9.43 | f 7.13 | f 6.26 | f 1.33 | f11.08 | f 9.03 | | | | 113.8 | Neponset | 14.6 | | | | f 8.52 | 10.38 | f11.31 | f 6.01 | f 6.48 | f 9.15 | 5.10 |
| | | | | | | | | | 3¼ | | 1.7 | | 4 | | | | | | | | | |
| 9.15 | f 9.47 | f 7.17 | f 6.30 | f 1.37 | 11.11 | f 9.07 | | | | 115.5 | Bardin | 12.9 | | | | f 8.48 | f10.32 | f11.27 | f 5.58 | 6.45 | f 9.11 | 4.55 |
| | | | | | | | | | 5¼ | | 4.3 | | 10 | | | | | | | | | |
| 9.30 | 9.54 | 7.24 | f **6.38** | f 1.44 | **11.20** | f 9.14 | | | | 119.8 | Gigling | 8.6 | | | | f 8.41 | 10.25 | f**11.20** | f 5.50 | **6.38** | 9.00 | 4.35 |
| | | | | | | | | | 6¾ | | 3.6 | | 9 | | | | | | | | | |
| 9.45 | 10.01 | f 7.31 | 6.45 | f 1.51 | 11.27 | f 9.21 | | | | 123.4 | Seaside | 5.0 | | | | 8.34 | f10.18 | f11.11 | f 5.44 | 6.30 | 8.53 | 4.15 |
| | | | | | | | | | 2 | | 1.6 | | 3 | | | | | | | | | |
| 9.50 | s10.04 | s 7.35 | s 6.48 | s 1.55 | s11.30 | s 9.24 | | | | 125.0 | D...... Del Monte | 3.4 | | | | s 8.30 | s10.15 | s11.08 | s 5.40 | s 6.25 | s 8.50 | 3.55 |
| | | | | | | | | | 1 | | 0.8 | | 4 | | | | | | | | | |
| **10.10** | s10.07 | s 7.38 | s 6.51 | s 1.59 | s11.33 | s 9.27 | | | | 125.8 | D...... Monterey | 2.6 | | | | s 8.23 | s**10.10** | s11.03 | s 5.37 | s 6.20 | s 8.45 | 3.30 |
| | | | | | | | | | 5 | | 2.6 | | 12 | | | | | | | | | |
| 10.20 AM AR | 10.15 PM AR | 7.45 PM AR | s 7.00 PM AR | 2.10 PM AR | 11.40 AM AR | 9.35 AM AR | | | | 128.4 | D. PACIFIC GROVE. W. | 0.0 | | | | 8.15 AM LV | 10.00 AM LV | 10.55 AM LV | 5.30 PM LV | 6.10 PM LV | 8.35 PM LV | 3.15 PM LV |
| | | | | | | | | | 4 | | 1.8 | | 5 | | | | | | | | | |
| | | | | | | | | | | 130.2 | LAKE MAJELLA | 0.0 | | | | | | | | | | |
| Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Sunday Only | | | | | | | | | | Daily | Daily | Daily | Sunday Only | Daily | Daily | Daily Ex. Sun. |
| (1.20) | (0.40) | (0.40) | (0.42) | (0.45) | (0.40) | (0.40) | | | | | (18.0 miles) | | | | | (0.45) | (0.50) | (0.45) | (0.40) | (0.45) | (0.50) | (2.15) |

# COAST DIVISION: Pajaro and Santa Cruz.

| FROM SAN FRANCISCO. | | | | | | | | | | | | TIME TABLE No. 58. Oct. 2, 1904. | | | | | TOWARD SAN FRANCISCO. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Second Class. | | First Class. | | | | | Flagging distance expressed in number of poles. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | STATIONS. | DISTANCE FROM SANTA CRUZ. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. | | First Class. | | | | | Second Class. | |
| 268 Santa Cruz Freight | 266 Santa Cruz Freight | 74 Santa Cruz Passenger | 72 Santa Cruz Passenger | 70 Santa Cruz Passenger | 68 Santa Cruz Passenger | 66 Santa Cruz Passenger | Danger Point | Caution Point | | | | | | Danger Point | Caution Point | 65 Pajaro Passenger | 67 Pajaro Passenger | 69 Pajaro Passenger | 71 Pajaro Passenger | 73 Pajaro Passenger | 265 Aptos Freight | 267 Pajaro Freight |
| Tuesdays and Fri. | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | Daily | Daily | Daily | Daily | Daily | Tuesdays and Fri. | Daily Ex. Sun. |
| | | PM LV 5.45 | | PM LV 3.00 | AM LV 9.00 | | | | | 00.0 | SAN FRANCISCO | 120.5 | | | | PM AR 12.15 | PM AR 4.10 | | PM AR 10.30 | | | |
| | AM LV 7.30 | PM LV 9.15 | PM LV 7.30 | PM LV 5.55 | PM LV 12.55 | AM LV 9.20 | 15 | 22 | | 100.1 | DN...... PAJARO ...... W. | 20.4 | | 15 | 22 | AM AR 9.05 | PM AR 12.10 | PM AR 5.45 | PM AR 7.00 | PM AR 8.45 | | PM AR 5.30 |
| | | | | | | | | | 3¼ | | 1.7 | | 4 | | | | | | | | | |
| | 7.40 | s 9.20 | s 7.35 | s 6.00 | s 1.01 | s 9.25 | | | | 101.8 | D..... Watsonville | 18.7 | | | | s 8.59 | s12.05 | s 5.39 | s 6.55 | s 8.37 | | { 5.20<br>{ 5.00 |
| | | | | | | | | | 3 | | 2.0 | | 5 | | | | | | | | | |
| | 7.55 | 9.25 | f 7.44 | f 6.05 | f 1.07 | f 9.30 | | | | 103.8 | Laguna | 16.7 | | | | f 8.55 | f12.01 | f 5.34 | f 6.50 | 8.33 | | 4.50 |
| | | | | | | | | | 6 | | 3.3 | | 9 | | | | | | | | | |
| | 8.10 | f 9.33 | f 7.52 | f 6.12 | f 1.17 | f 9.38 | | | | 107.1 | Ellicott | 13.4 | | | | f 8.48 | PM f11.53 | f 5.28 | f 6.43 | f 8.24 | | 4.35 |
| | | | | | | | | | 5 | | 2.7 | | 7 | | | | | | | | | |
| | | f | f | | f | | | | | 109.8 | Leonard ... (Spur) | 10.7 | | | | f | f | f | f | f | | |
| | | | | | | | | | 3½ | | 2.2 | | 6 | | | | | | | | | |
| | 8.25 | 9.44 | 8.05 | f 6.25 | f 1.32 | 9.49 | | | | 112.0 | Claus | 8.5 | | | | 8.37 | f11.42 | 5.17 | 6.32 | 8.12 | | 4.20 |
| | | | | | | | | | 1 | | 0.6 | | 2 | | | | | | | | | |
| PM LV 12.45 | **8.35** | s 9.46 | s **8.09** | s **6.30** | s 1.35 | s 9.51 | | | | 112.6 | D...... Aptos | 7.9 | | | | s **8.35** | s11.40 | s 5.15 | s **6.30** | s **8.09** | AM AR 10.50 | 4.15 |
| | | | | | | | | | 6 | | 3.2 | | 9 | | | | | | | | | |
| 1.00 | 9.15 | s 9.56 | s 8.20 | s 6.40 | s 1.45 | s10.01 | | | | 115.8 | D...... Capitola | 4.7 | | | | s 8.25 | s11.30 | s 5.05 | s 6.20 | s 7.59 | 10.30 | 3.50 |
| | | | | | | | | | 1½ | | 0.6 | | 2 | | | | | | | | | |
| | | | | | | | | | | 116.4 | Opal ..... (Spur) | 4.1 | | | | | | | | | | |
| | | | | | | | | | 8 | | 4.1 | | 11 | | | | | | | | | |
| 1.30 PM AR | 9.45 AM AR | 10.10 PM AR | 8.35 PM AR | 6.55 PM AR | 2.00 PM AR | **10.15** AM AR | | | | 120.5 | D.... SANTA CRUZ ... W. | 0.0 | | | | 8.10 AM LV | 11.15 AM LV | 4.50 PM LV | 6.05 PM LV | 7.45 PM LV | **10.15** AM LV | 3.30 PM LV |
| Tuesdays and Fri. | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | Daily | Daily | Daily | Daily | Daily | Tuesdays and Fri. | Daily Ex. Sun. |
| (0.45) | (2.15) | (0.55) | (1.05) | (1.00) | (1.05) | (0.55) | | | | | (20.4 miles) | | | | | (0.55) | (0.55) | (0.55) | (0.55) | (1.00) | (0.35) | (2.00) |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**
**Branch freight trains will carry passengers. Delmar, Twin Lakes, New Brighton and Seabright are flag stops for all trains on Santa Cruz Branch.**

# RATING OF LOCOMOTIVES.

## COAST DIVISION.

| CLASS. | ENGINE NUMBERS. | BOILER PRESSURE. | SAN FRANCISCO TO SALINAS. | | SALINAS TO SAN FRANCISCO. | | SALINAS TO SANTA MARGARITA. | | SANTA MARGARITA TO SALINAS. | | SANTA MARGARITA TO SAN LUIS OBISPO. | | SAN LUIS OBISPO TO SANTA MARGARITA. | | SAN LUIS OBISPO TO SANTA BARBARA. | | SANTA BARBARA TO SAN LUIS OBISPO. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rating in Ms. | | Rating in Ms. | | Rating in Ms. | | Rating in Ms. | | Rating in Ms. | | Rating in Ms. | | Rating in Ms. | | Rating in Ms. | |
| | | | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL |
| C A | 1430 to 1432 | 145 | 1220 | 1425 | 1220 | 1425 | 1000 | 1305 | 1285 | 2025 | 300 | 300 | 260 | 260 | 745 | 815 | 745 | 815 |
| C B | 1370, 1372 to 1375 | 160 | 1385 | 1615 | 1385 | 1615 | 1145 | 1480 | 1455 | 2275 | 370 | 370 | 330 | 330 | 865 | 940 | 865 | 940 |
| C B | 1376 to 1381 | 160 | 1410 | 1645 | 1410 | 1645 | 1160 | 1505 | 1480 | 2325 | 365 | 365 | 320 | 320 | 870 | 950 | 870 | 950 |
| C C | 1412, 1413 | 150 | 1310 | 1530 | 1310 | 1530 | 1075 | 1400 | 1375 | 2165 | 330 | 330 | 290 | 290 | 805 | 880 | 805 | 880 |
| C I | 1300, 1307, 1309, 1310, 1312, 1318, 1324, 1319, 1326, 1327 | 150 | 1115 | 1330 | 1115 | 1330 | 915 | 1195 | 1175 | 1860 | 295 | 295 | 255 | 255 | 695 | 790 | 695 | 790 |
| C I | 1302, 1304, 1305, 1306 | 150 | 1070 | 1275 | 1070 | 1275 | 880 | 1145 | 1130 | 1775 | 290 | 290 | 255 | 255 | 670 | 760 | 670 | 760 |
| C J | 1295 | 140 | 1070 | 1250 | 1070 | 1250 | 875 | 1145 | 1125 | 1780 | 260 | 260 | 225 | 225 | 655 | 715 | 655 | 715 |
| C J | 1277, 1278, 1297, 1299, 1301, 1308, 1313 to 1317 | 140 | 1025 | 1225 | 1025 | 1225 | 840 | 1100 | 1080 | 1715 | 265 | 265 | 230 | 230 | 640 | 725 | 640 | 725 |
| C J | 1321 to 1323, 1328, 1330 to 1348, 1350 to 1354 | | | | | | | | | | | | | | | | | |
| C Q | 1232 | 140 | 975 | 1165 | 975 | 1165 | 795 | 1045 | 1030 | 1640 | 240 | 240 | 210 | 210 | 600 | 685 | 600 | 685 |
| C Q | 1239, 1240 | 140 | 980 | 1175 | 980 | 1175 | 805 | 1050 | 1035 | 1645 | 250 | 250 | 215 | 215 | 610 | 690 | 610 | 690 |
| C Q | 1243 to 1256 | 140 | 890 | 1075 | 890 | 1075 | 725 | 955 | 940 | 1500 | 215 | 215 | 185 | 185 | 545 | 625 | 545 | 625 |
| C W | 1433 to 1444 | 190 | 1985 | 2305 | 1985 | 2305 | 1635 | 2115 | 2080 | 3255 | 530 | 530 | 470 | 470 | 1235 | 1345 | 1235 | 1345 |
| C W | 1445 to 1458 | 190 | 1960 | 2280 | 1960 | 2280 | 1610 | 2095 | 2055 | 3230 | 505 | 505 | 445 | 445 | 1210 | 1320 | 1210 | 1320 |
| C B | 1371 | 160 | 1315 | 1565 | 1315 | 1565 | 1090 | 1405 | 1385 | 2170 | 370 | 370 | 330 | 330 | 835 | 940 | 835 | 940 |
| D B | 2221 to 2234 | 180 | 1880 | 2230 | 1880 | 2230 | 1555 | 2010 | 1980 | 3090 | 540 | 540 | 480 | 480 | 1200 | 1350 | 1200 | 1350 |
| D I | 2154 to 2163, 2166 to 2173 | 160 | 1590 | 1915 | 1590 | 1915 | 1305 | 1695 | 1660 | 2595 | 480 | 480 | 430 | 430 | 1030 | 1190 | 1030 | 1190 |
| D J | 2134 to 2153 | 160 | 1585 | 1910 | 1585 | 1910 | 1295 | 1690 | 1650 | 2585 | 475 | 475 | 425 | 425 | 1025 | 1185 | 1025 | 1185 |
| D L | 2114 to 2123 | 160 | 1595 | 1920 | 1595 | 1920 | 1305 | 1700 | 1660 | 2595 | 485 | 485 | 435 | 435 | 1035 | 1195 | 1035 | 1195 |
| D O | 2020 to 2022 | 140 | 1040 | 1260 | 1040 | 1260 | 850 | 1115 | 1090 | 1720 | 290 | 290 | 255 | 255 | 665 | 770 | 665 | 770 |
| D O | 2023 to 2025 | 140 | 1230 | 1485 | 1230 | 1485 | 1005 | 1315 | 1285 | 2015 | 360 | 360 | 315 | 315 | 790 | 915 | 790 | 915 |
| D O | 2026 to 2028 | 140 | 1295 | 1540 | 1295 | 1540 | 1070 | 1385 | 1365 | 2140 | 365 | 365 | 320 | 320 | 820 | 925 | 820 | 925 |
| D O | 2030 | 140 | 1355 | 1635 | 1355 | 1635 | 1110 | 1450 | 1450 | 2220 | 400 | 400 | 355 | 355 | 875 | 1010 | 875 | 1010 |
| D O | 2031 to 2095, 2029 | 140 | 1375 | 1660 | 1375 | 1660 | 1125 | 1470 | 1435 | 2250 | 410 | 410 | 365 | 365 | 885 | 1030 | 885 | 1030 |
| D R | 2004, 2006, 2008, 2009 | 150 | 1475 | 1780 | 1475 | 1780 | 1210 | 1575 | 1540 | 2415 | 440 | 440 | 390 | 390 | 950 | 1105 | 950 | 1105 |
| D R | 2007 | 150 | 1470 | 1805 | 1470 | 1805 | 1150 | 1570 | 1470 | 2310 | 465 | 465 | 415 | 415 | 965 | 1150 | 965 | 1150 |
| D Z | 2283 to 2300 | 200 | 2385 | 2870 | 2385 | 2870 | 1895 | 2550 | 2420 | 3800 | 700 | 700 | 625 | 625 | 1535 | 1770 | 1535 | 1770 |
| E D | 1615 to 1719 | 190 | 2435 | 2950 | 2435 | 2950 | 1965 | 2600 | 2490 | 3870 | 785 | 785 | 705 | 705 | 1605 | 1875 | 1605 | 1875 |
| E F | 1725 to 1769, 1780 to 1802 | 200 | 2680 | 3280 | 2680 | 3280 | 2105 | 2860 | 2675 | 4170 | 880 | 880 | 790 | 790 | 1780 | 2110 | 1780 | 2110 |
| F D | 2612 to 2623 | 220 | 2935 | 3710 | 2935 | 3710 | 2315 | 3135 | 2935 | 4575 | 1160 | 1160 | 1050 | 1050 | 2170 | 2610 | 2170 | 2610 |
| F E | 2624, 2627 to 2651, 2654 to 2677 | 200 | 3150 | 3930 | 3150 | 3930 | 2485 | 3365 | 3150 | 4910 | 1175 | 1175 | 1060 | 1060 | 2240 | 2680 | 2240 | 2680 |
| G B | 2846 to 2853 | 170 | 1625 | 2045 | 1625 | 2045 | 1270 | 1740 | 1625 | 2570 | 565 | 565 | 505 | 505 | 1135 | 1375 | 1135 | 1375 |
| G C | 2832 to 2845 | 180 | 1670 | 2100 | 1670 | 2100 | 1305 | 1785 | 1670 | 2635 | 585 | 585 | 520 | 520 | 1170 | 1410 | 1170 | 1410 |
| G F | 2801 to 2812 | 160 | 2050 | 2545 | 2050 | 2545 | 1615 | 2190 | 2050 | 3195 | 715 | 715 | 645 | 645 | 1420 | 1685 | 1420 | 1685 |
| H-1. means that Helper has same power as Road Engine. | | | H-1.5 San Francisco to Ocean View. | H-2.1 San Francisco to Ocean View. | H-.7 Baden to Ocean View. | H-.7 Baden to Ocean View. | | | | | | | | | | | | |
| ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS—Ms. | Less than 40 Ms | | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | 40 to 50 Ms | | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | More than 50 Ms | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# COAST DIVISION: San Francisco and San Jose. (NARROW GAUGE.)

| FROM SAN FRANCISCO. | | | | | | | | | | | Flagging distance expressed in number of poles. | | Minimum running time between stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 58. Oct. 2, 1904. | DISTANCE FROM SAN JOSE. | Minimum running time between stations for freight trains—minutes. | Flagging distance expressed in number of poles. | | TOWARD SAN FRANCISCO. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Second Class. | | | | | | First Class. | | | | | | | | | STATIONS. | | | | | First Class. | | | | | | Second Class. | | | | |
| 802 | 544 | 542 | 540 | | | 508 | 44 | 506 | 504 | 502 | | | | | | | | | | 505 | 39 | 503 | 507 | 501 | 509 | 541 | 547 | 543 | 545 | 801 |
| Way Freight | Passenger | Passenger | Mixed | | | Hunters' Accom. | Los Gatos Passenger | Los Gatos Accom. | Santa Cruz Express | Santa Cruz Mail | | | | | | | | | | Los Gatos Accom. | Los Gatos Passenger | Santa Cruz Express | Los Gatos Accom. | Santa Cruz Mail | Los Gatos Accom. | Passenger | Passenger | Mixed | Passenger | Way Freight |
| Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily | | | Saturday Only | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily | Danger Point | Caution Point | | | | | | Danger Point | Caution Point | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Sunday Only | Daily | Sunday Only | Daily Ex. Sun. | Sunday Only | Daily Ex. Sun. | Daily | Daily Ex. Sat. |
| | | | | | | P M LV<br>9.30 | | P M LV<br>4.15 | P M LV<br>2.15 | A M LV<br>8.15 | 10 | 15 | | 0.0 | DN. SAN FRANCISCO. W | 46.2 | | 10 | 15 | A M AR<br>8.55 | | A M AR<br>10.55 | A M AR<br>10.55 | P M AR<br>5.55 | P M AR<br>7.25 | | | | | |
| | | | | | | **9.46** | | **4.33** | **2.33** | **8.33** | | | | 3.0 | 3.0<br>DN.. Alameda Mole .. W | 43.2 | | | | **8.33** | | **10.33** | **10.33** | **5.33** | **7.03** | | | | | |
| A M LV<br>1.00 | | | | | | | | | | | | | | | 2.6<br>DN.. Alameda Point .. W | | | | | | | | | | | | | | | P M AR<br>11.10 |
| 1.02 | | | | | | 9.53 | | 4.40 | 2.40 | 8.41 | | | 5 | 5.6 | Double Track<br>0.2<br>Alameda Junction W | 40.6 | 1 | | | 8.28 | | 10.28 | 10.28 | 5.28 | 6.54 | | | | | 11.08 |
| 1.05 | | | | | | 9.56 | | 4.43 | 2.43 | 8.43 | | | 1 | 6.3 | 0.7<br>... West Alameda ... | 39.9 | 2 | | | 8.26 | | 10.26 | 10.26 | 5.26 | 6.52 | | | | | 11.05 |
| | | | | | | 10.00 | | 4.47 | 2.47 | 8.47 | | | 2 | 7.2 | 0.9<br>... Seventh Street ... | 39.0 | 3 | | | 8.22 | | 10.22 | 10.22 | 5.22 | 6.49 | | | | | |
| 1.30 | | | | | | s10.06 | | s 4.53 | s 2.53 | s 8.53 | | | 4 | 9.2 | 2.0<br>..D.. Park Street ..... | 37.0 | 6 | | | s 8.16 | | s10.16 | s10.16 | s 5.17 | s 6.43 | | | | | 10.47 |
| 1.35 | | | | | | 10.09 | | 4.56 | 2.56 | 8.56 | | | 2 | 10.1 | 0.9<br>..... High Street .. W. | 36.1 | 3 | | | 8.14 | | 10.13 | 10.13 | 5.15 | 6.41 | | | | | 10.41 |
| 1.55 | | | | | | s10.20 | | s **5.05** | 3.06 | f 9.06 | | | 8 | 14.4 | 4.3<br>... West San Leandro .... | 31.8 | 12 | | | f 8.05 | | 10.04 | 10.04 | s **5.05** | f 6.31 | | | | | 10.20 |
| 2.05 | | | | | | f10.24 | | f 5.10 | 3.10 | f 9.10 | | | 3 | 16.7 | 2.3<br>.... West San Lorenzo .... | 29.5 | 5 | | | f 8.00 | | 10.00 | 10.00 | f 4.57 | f 6.27 | | | | | 10.10 |
| 2.16 | | | | | | f10.29 | | f 5.15 | f 3.15 | f 9.15 | | | 3 | 19.0 | 2.3<br>Russell | 27.2 | 5 | | | f 7.53 | | f 9.56 | f 9.56 | f 4.52 | f 6.23 | | | | | 10.00 |
| 2.22 | | | | | | s10.32 | | s 5.19 | s 3.18 | s 9.18 | | | 2 | 20.4 | 1.4<br>.D ...... Mt. Eden | 25.8 | 3 | | | s 7.50 | | s 9.53 | s 9.53 | s 4.49 | s 6.20 | | | | | 9.50 |
| 2.50 | | | | | | s10.40 | | s 5.27 | s 3.26 | s 9.25 | | | 5 | 24.2 | 3.8<br>.D ...... Alvarado | 22.0 | 8 | | | s 7.42 | | s 9.46 | s 9.46 | s 4.41 | s 6.12 | | | | | 9.30 |
| 3.10 | | | | | | f10.42 | | f 5.29 | 3.28 | f 9.27 | | | 1 | 25.0 | 0.8<br>Hall | 21.2 | 2 | | | f 7.40 | | 9.44 | 9.44 | f 4.38 | f 6.10 | | | | | 9.20 |
| 3.17 | | | | | | s10.46 | | f 5.33 | 3.32 | f 9.31 | | | 3 | 27.3 | 2.3<br>Arden ..... (Spur) | 18.9 | 5 | | | f 7.34 | | f 9.41 | f 9.41 | f 4.32 | s 6.05 | | | | | 9.11 |
| 3.33 | | | | | | s10.51 | | s 5.38 | s 3.37 | s **9.37** | | | 3 | 29.4 | 2.1<br>.D ...... NEWARK ...... W | 16.8 | 5 | | | 7.30 | | **9.37** | **9.37** | 4.26 | 6.01 | | | | | 9.05 |
| | P M LV<br>5.38 | P M LV<br>3.37 | A M LV<br>9.40 | | | | | | | | | | | 29.4 | .D ...... NEWARK ...... W | 3.0 | | | | | | | | | | A M AR<br>7.25 | A M AR<br>9.25 | P M AR<br>3.25 | P M AR<br>4.25 | |
| | 6.05<br>P M AR | **4.00**<br>P M AR | 10.10<br>A M AR | | | | | | | | | | 15 | 32.4 | 3.0<br>.... CENTERVILLE .... | 0.0 | | | | | | | | | | 7.00<br>A M LV | 9.00<br>A M LV | 2.50<br>P M LV | **4.00**<br>P M LV | |
| 3.55 | | | | | | 10.51 | | 5.38 | 3.37 | **9.37** | | | | 29.4 | .D ...... NEWARK ...... W | 16.8 | | | | s 7.30 | | s **9.37** | s **9.37** | s 4.26 | s 6.01 | | | | | 8.48 |
| 4.10 | | | | | | f10.55 | | f 5.43 | 3.42 | f 9.41 | | | 3 | 31.7 | 2.3<br>Mowry | 14.5 | 5 | | | f 7.26 | | 9.30 | 9.30 | f 4.21 | f 5.57 | | | | | 8.38 |
| 4.32 | | | | | | f11.03 | | f **5.50** | f 3.50 | f 9.48 | | | 6 | 35.2 | 3.5<br>Drawbridge | 11.0 | 9 | | | f 7.19 | | s 9.21 | s 9.21 | f 4.14 | s **5.50** | | | | | 8.22 |
| 4.57 | | | | | | s11.10 | | s 5.57 | s 3.56 | s 9.55 | | | 4 | 37.9 | 2.7<br>.D ....... Alviso | 8.3 | 7 | | | s 7.13 | | s 9.15 | s 9.15 | s 4.09 | s 5.42 | | | | | 8.10 |
| 5.20 | | | | | | s11.17 | | s 6.03 | s **4.03** | s10.02 | | | 4 | 40.6 | 2.7<br>.D ...... Agnew | 5.6 | 6 | | | s 7.08 | | s 9.09 | s 9.09 | s **4.03** | s 5.37 | | | | | 7.45 |
| 5.50 | | | | | | s11.25 | P M LV<br>6.31 | s 6.12 | s 4.12 | s10.09 | | | 5 | 43.6 | 3.0<br>.D ..... Santa Clara | 2.6 | 7 | | | s 7.02 | A M AR<br>s 7.29 | s 9.00 | s 9.00 | s 3.53 | s 5.30 | | | | | 7.10 |
| 6.05 | | | | | | 11.29 | 6.34 | f 6.16 | f 4.15 | f10.12 | | | 3 | 45.1 | 1.5<br>College Park | 1.1 | 4 | | | f 6.58 | 7.24 | f 8.54 | f 8.54 | f 3.48 | 5.25 | | | | | 6.52 |
| 6.20<br>A M AR | | | | | | s11.32<br>P M AR | s 6.38<br>P M AR | s 6.19<br>P M AR | s 4.19<br>P M AR | s10.16<br>A M AR | | | 2 | 46.2 | 1.1<br>.D ..... SAN JOSE ..... W | 0.0 | 4 | | | 6.55<br>A M LV | 7.21<br>A M LV | 8.50<br>A M LV | 8.50<br>A M LV | 3.45<br>P M LV | 5.22<br>P M LV | | | | | 6.45<br>P M LV |
| Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily | | | Saturday Only | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily | | | | | | | | | | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Sunday Only | Daily | Sunday Only | Daily Ex. Sun. | Sunday Only | Daily Ex. Sun. | Daily | Daily Ex. Sat. |
| (5.20) | (0.27) | (0.23) | (0.30) | | | (2.02) | (0.07) | (2.04) | (2.04) | (2.01) | | | | | (46.2 miles) | | | | | (2.00) | (0.08) | (2.05) | (2.05) | (2.10) | (2.03) | (0.25) | (0.25) | (0.35) | (0.25) | (4.25) |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**

**All except local trains must obtain clearance cards before leaving Alameda Mole.**

**Albrae and Arffs are flag stops for all first class trains.**

**Narrow Gauge freight trains will carry passengers.**

**On Sundays 507 will stop at all stations west of San Jose on flag.**

# COAST DIVISION: San Jose and Santa Cruz. (NARROW GAUGE.)

## FROM SAN FRANCISCO.

TIME TABLE
No. 58.
Oct. 2, 1904.

| Second Class. | | | First Class. | | | | | | | | | | | DISTANCE FROM SAN FRANCISCO. | STATIONS. | Minimum running time between stations for passenger trains—minutes. | Flagging distance expressed in number of poles. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 808 | 804 | 806 | 522 | 520 | 518 | 516 | 514 | 512 | 44 | 506 | 504 | 510 | 502 | | | | Danger Point | Caution Point |
| Way Freight | New Almaden Mixed | Way Freight | Santa Cruz Passenger | Santa Cruz Passenger | Felton Passenger | Felton Passenger | Santa Cruz Passenger | Santa Cruz Passenger | Los Gatos Passenger | Los Gatos Accom. | Santa Cruz Express | Los Gatos Accom. | Santa Cruz Mail | | | | | |
| Daily Ex. Sun. | Daily | Daily Ex. Sun. | Sunday Only | Daily Ex. Sun. | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Sunday Only | Daily | | | | | |
| | | | | | | | | | PM LV 5.00 | PM LV 4.15 | PM LV 2.15 | | AM LV 8.15 | 0.0 | SAN FRANCISCO | | | |
| | PM LV 4.45 | AM LV 8.10 | | | | | | | PM LV 6.40 | PM LV 6.22 | PM LV 4.21 | PM LV 4.20 | AM LV 10.20 | 46.2 | D..SAN JOSE W. | | | |
| | | | | | | | | | | | | | | | 2.2 | 4 | | |
| | 4.52 | 8.18 | | | | | | | 6.44 | f 6.28 | f 4.25 | f 4.25 | f10.24 | 48.4 | Dougherty (Spur). | | | |
| | | | | | | | | | | | | | | | 1.8 | 3 | | |
| | **5.08** | **8.36** | | | | | | | s 6.51 | s 6.33 | s 4.30 | s 4.30 | s10.32 | 50.2 | D..CAMPBELL W. | | | |
| New Almaden Branch. | | | | | | | | | | | | | | | | | | |
| | **5.08** | | | | | | | | | | | | | 50.2 | D..CAMPBELL W. | | | |
| | | | | | | | | | | | | | | | 2.0 | 4 | | |
| | 5.13 | | | | | | | | | | | | | 52.2 | L G & S J Road | | | |
| | | | | | | | | | | | | | | | 1.0 | 2 | | |
| | 5.17 | | | | | | | | | | | | | 53.2 | Union Ave | | | |
| | | | | | | | | | | | | | | | 2.3 | 5 | | |
| | 5.24 | | | | | | | | | | | | | 55.5 | Le Franc | | | |
| | | | | | | | | | | | | | | | 0.8 | 2 | 10 | 15 |
| | 5.29 | | | | | | | | | | | | | 56.3 | Thona (No side Track). | | | |
| | | | | | | | | | | | | | | | 2.7 | 6 | | |
| | 5.39 | | | | | | | | | | | | | 59.0 | Almaden Crossing | | | |
| | | | | | | | | | | | | | | | 1.5 | 3 | | |
| | 5.50 PM AR | | | | | | | | | | | | | 60.5 | D..NEW ALMADEN W. | | | |
| | | **8.36** | | | | | | | 6.51 | 6.33 | 4.30 | 4.30 | 10.32 | 50.2 | D..CAMPBELL W. | | | |
| | | | | | | | | | | | | | | | 5.0 | 8 | | |
| | | 8.55<br>9.10 | | | | | | | 7.05 PM AR | 6.45 PM AR | s 4.41 | 4.40 PM AR | s10.43 | 55.2 | D..Los Gatos W. | | | |
| | | | | | | | | | | | | | | | 2.7 | 5 | | |
| | | 9.25 | | | | | | | | | s 4.51 | | s10.51 | 57.9 | D..Alma | | | |
| | | | | | | | | | | | | | | | 2.9 | 6 | | |
| | | 9.40 | | | | | | | | | f 5.00 | | f10.59 | 60.8 | Eva | | | |
| | | | | | | | | | | | | | | | 1.5 | 3 | | |
| | | 9.46 | | | | | | | | | s 5.04 | | s11.03 | 62.3 | D..Wright W. | | | |
| | | | | | | | | | | | | | | | 2.0 | 8 | 5 | 10 |
| | | 9.59 | | | | | | | | | s 5.12 | | s11.12 | 64.3 | D..Laurel | | | |
| | | | | | | | | | | | | | | | 1.4 | 6 | | |
| | | 10.16 | | | | | | | | | s 5.18 | | s11.18 | 65.7 | D..Glenwood | | | |
| | | | | | | | | | | | | | | | 1.8 | 4 | | |
| | | 10.25 | | | | | | | | | 5.23 | | 11.23 | 67.5 | Tank Siding W. | | | |
| | | | | | | | | | | | | | | | 2.0 | 4 | | |
| | | 10.40 | | | | | | | | | f 5.31 | | f11.32 | 69.5 | Meehan | | | |
| | | | | | | | | | | | | | | | 1.8 | 3 | | |
| | | 10.47 | | | | | | | | | 5.35 | | 11.36 | 71.3 | Union Mill | | | |
| | | | | | | | | | | | | | | | 2.1 | 4 | | |
| | | **11.05** AM AR | | | | | | | | | s **5.43** | | s **11.44** | 73.4 | D..FELTON W. | | | |
| Boulder Creek Branch. | | | | | | | | | | | | | | | | | | |
| PM LV 2.00 | | | PM LV 4.10 | PM LV 3.50 | PM LV 1.45 | AM LV 11.20 | AM LV 8.10 | AM LV 7.00 | | | | | | 81.0 | D..BOULDER CK. W. | | | |
| | | | | | | | | | | | | | | | 0.9 | 1 | | |
| 2.05 | | | s 4.12 | s 3.52 | s 1.47 | s11.22 | s 8.12 | s 7.02 | | | | | | 80.1 | Filbert | | | |
| | | | | | | | | | | | | | | | 3.1 | 7 | | |
| **2.26** | | | s 4.21 | s 4.01 | s 1.56 | s11.31 | s 8.21 | s 7.11 | | | | | | 77.0 | D..Ben Lomond | | | |
| | | | | | | | | | | | | | | | 3.6 | 8 | 15 | 22 |
| 2.40 PM AR | | | s 4.37 | s 4.13 | 2.09 PM AR | 11.44 AM AR | s 8.33 | s **7.23** | | | | | | 73.4 | D..FELTON W. | | | |
| | | PM LV 2.50 | 4.37 | 4.13 | | | 8.33 | **7.23** | | | **5.43** | | **11.44** | 73.4 | D..FELTON W. | | | |
| | | | | | | | | | | | | | | | 0.8 | 2 | | |
| | | 2.54 | s 4.40 | s 4.15 | | | s 8.36 | s 7.26 | | | f 5.45 | | s11.47 | 74.2 | Big Trees | | | |
| | | | | | | | | | | | | | | | 0.6 | 1 | | |
| | | 3.08 | 4.42 | 4.19 | | | 8.39 | **7.29** | | | 5.47 | | 11.49 | 74.8 | Felton Junction | | | |
| | | | | | | | | | | | | | | | 1.5 | 4 | | |
| | | 3.28 | f 4.48 | f 4.27 | | | f 8.45 | f 7.35 | | | f 5.53 | | f11.56 | 76.3 | Rincon | | | |
| | | | | | | | | | | | | | | | 1.3 | 3 | | |
| | | 3.35 | 4.51 | 4.32 | | | 8.49 | 7.39 | | | 5.57 | | PM 12.01 | 77.6 | Powder Works | | | |
| | | | | | | | | | | | | | | | 1.4 | 4 | | |
| | | 3.45 | 4.56 | 4.36 | | | 8.53 | 7.43 | | | 6.01 | | 12.05 | 79.0 | Eblis | | | |
| | | | | | | | | | | | | | | | 1.1 | 3 | | |
| | | 4.00 PM AR | 5.00 PM AR | 4.40 PM AR | | | 8.57 AM AR | 7.47 AM AR | | | 6.05 PM AR | | 12.08 PM AR | 80.1 | D..SANTA CRUZ W. | | | |
| Daily Ex. Sun. | Daily | Daily Ex. Sun. | Sunday Only | Daily Ex. Sun. | Daily | Daily | Sunday Only | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Sunday Only | Daily | | | | | |
| (0.40) | (1.05) | (7.50) | (0.50) | (0.50) | (0.24) | (0.24) | (0.47) | (0.47) | (0.25) | (0.23) | (1.44) | (0.20) | (1.48) | | (33.9 miles) | | | |

**Vasona, Aldercroft, Tuxedo, Olympia, Zayante and Eccle are flag stops for all first class trains.** **Narrow Gauge freight trains will carry passengers.**
**First class trains on Boulder Creek Branch will stop at Brookdale and on flag at River Station, which is located between Felton and Ben Lomond.**
**Clem is a flag stop for No. 504.** **West-bound trains are superior to east-bound trains of the same class. See Rule 81.**

# COAST DIVISION: San Jose and Santa Cruz. (NARROW GAUGE.)

**TIME TABLE**
**No. 58.**
**Oct. 2, 1904.**

## TOWARD SAN FRANCISCO.

| Flagging distance expressed in number of poles. Danger Point | Caution Point | Minimum running time between stations for freight trains—minutes. | STATIONS. | DISTANCE FROM SANTA CRUZ. | First Class. 505 | 39 | 503 | 507 | 501 | 509 | 511 | 513 | 515 | 517 | 519 | 521 | Second Class. 803 | 805 | 807 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Los Gatos Accom. | Los Gatos Passenger | Santa Cruz Express | Los Gatos Accom. | Santa Cruz Mail | Los Gatos Accom. | Boulder Creek Passenger | Boulder Creek Passenger | Boulder Creek Passenger | Boulder Creek Passenger | Boulder Creek Passenger | Boulder Creek Passenger | San Jose Mixed | Way Freight | Way Freight | |
| | | | | | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Sunday Only | Daily | Sunday Only | Daily Ex. Sun. | Sunday Only | Daily | Daily | Daily Ex. Sun. | Sunday Only | Daily | Daily Ex. Sun. | Daily Ex. Sun. | |
| | | | SAN FRANCISCO | 80.1 | AM AR 8.55 | AM AR 9.00 | AM AR 10.55 | AM AR 10.55 | PM AR 5.55 | PM AR 7.35 | | | | | | | | | | |
| | | | D..SAN JOSE W | 33.9 | AM AR<br>s 6.54 | AM AR<br>s 7.20 | AM AR<br>s 8.48 | AM AR<br>s 8.48 | PM AR<br>s 3.40 | PM AR<br>s 5.20 | | | | | | | AM AR<br>7.45 | PM AR<br>3.30 | | |
| | | 6 | 2.2 | | | | | | | | | | | | | | | | | |
| | | | Dougherty (Spur) | 31.7 | f 6.48 | 7.13 | 8.39 | 8.39 | f 3.32 | f 5.11 | | | | | | | 7.36 | 3.10 | | |
| | | 5 | 1.8 | | | | | | | | | | | | | | | | | |
| | | | D..CAMPBELL W | 29.9 | 6.45 | 7.10 | **8.36** | 8.36 | 3.28 | **5.08** | | | | | | | 7.30 | 3.00 | | |
| 10 | 15 | | D..CAMPBELL W | 10.3 | | | | | | | | | | | | | 7.30 | | | New Almaden Branch. |
| | | 5 | 2.0 | | | | | | | | | | | | | | | | | |
| | | | L G & S J Road | 8.3 | | | | | | | | | | | | | 7.23 | | | |
| | | 2 | 1.0 | | | | | | | | | | | | | | | | | |
| | | | Union Ave | 7.3 | | | | | | | | | | | | | 7.20 | | | |
| | | 6 | 2.3 | | | | | | | | | | | | | | | | | |
| | | | Le Franc | 5.0 | | | | | | | | | | | | | 7.14 | | | |
| | | 2 | 0.8 | | | | | | | | | | | | | | | | | |
| | | | Thona (No Side Track) | 4.2 | | | | | | | | | | | | | 7.11 | | | |
| | | 7 | 2.7 | | | | | | | | | | | | | | | | | |
| | | | Almaden Crossing | 1.5 | | | | | | | | | | | | | 7.03 | | | |
| | | 4 | 1.5 | | | | | | | | | | | | | | | | | |
| | | | D..NEW ALMADEN W | 0.0 | | | | | | | | | | | | | 7.00<br>AM LV | | | |
| 15 | 22 | | D..CAMPBELL W | 29.9 | s 6.45 | s 7.10 | s **8.36** | s 8.36 | s 3.28 | s **5.08** | | | | | | | | 3.00 | | |
| | | 12 | 5.0 | | | | | | | | | | | | | | | | | |
| | | | D..Los Gatos W | 24.9 | 6.35<br>AM LV | s 7.00<br>AM LV | s 8.25 | 8.25<br>AM LV | s 3.15 | 4.55<br>PM LV | | | | | | | | 2.30<br>2.10 | | |
| | | 7 | 2.7 | | | | | | | | | | | | | | | | | |
| | | | D..Alma | 22.2 | | | s 8.16 | | s 3.04 | | | | | | | | | 1.50 | | |
| | | 8 | 2.9 | | | | | | | | | | | | | | | | | |
| | | | Eva | 19.3 | | | f 8.08 | | f 2.55 | | | | | | | | | 1.25 | | |
| | | 4 | 1.5 | | | | | | | | | | | | | | | | | |
| | | | D..Wright W | 17.8 | | | s 8.04 | | s 2.51 | | | | | | | | | 1.10 | | |
| | | 12 | 2.0 | | | | | | | | | | | | | | | | | |
| 5 | 10 | | D..Laurel | 15.8 | | | s 7.55 | | s 2.42 | | | | | | | | | 12.55 | | |
| | | 9 | 1.4 | | | | | | | | | | | | | | | | | |
| | | | D..Glenwood | 14.4 | | | s 7.49 | | s 2.36 | | | | | | | | | 12.45 | | |
| | | 6 | 1.8 | | | | | | | | | | | | | | | | | |
| | | | Tank Siding W | 12.6 | | | 7.43 | | 2.30 | | | | | | | | | 12.30 | | |
| | | 6 | 2.0 | | | | | | | | | | | | | | | | | |
| | | | Meehan | 10.6 | | | f 7.34 | | f 2.21 | | | | | | | | | 12.15<br>PM | | |
| | | 5 | 1.8 | | | | | | | | | | | | | | | | | |
| | | | Union Mill | 8.8 | | | 7.28 | | 2.14 | | | | | | | | | 11.52 | | |
| | | 6 | 2.1 | | | | | | | | | | | | | | | | | |
| | | | D..FELTON W | 6.7 | | | **7.23** | | **2.09** | | | | | | | | | **11.44**<br>AM LV | | |
| 15 | 22 | | D..BOULDER CK. W | 0.0 | | | | | | | AM AR<br>9.15 | AM AR<br>10.15 | PM AR<br>12.17 | PM AR<br>2.37 | PM AR<br>6.05 | PM AR<br>6.33 | | | PM AR<br>12.45 | Boulder Creek Branch. |
| | | 2 | 0.9 | | | | | | | | | | | | | | | | | |
| | | | Filbert | 0.9 | | | | | | | s 9.13 | s10.13 | s12.15 | s 2.35 | s 6.03 | s 6.29 | | | 12.35 | |
| | | 9 | 3.1 | | | | | | | | | | | | | | | | | |
| | | | D..Ben Lomond | 4.0 | | | | | | | s 9.04 | s10.04 | s12.06<br>PM | s **2.26** | s 5.54 | s 6.20 | | | 12.20 | |
| | | 11 | 3.6 | | | | | | | | | | | | | | | | | |
| | | | D..FELTON W | 7.6 | | | | | | | 8.53 | 9.53 | 11.55<br>AM LV | 2.15<br>PM LV | **5.43** | s 6.09 | | | 12.05<br>PM LV | |
| 5 | 10 | | D..FELTON W | 6.7 | | | s **7.23** | | s **2.09** | | s 8.53 | s 9.53 | | | s **5.43** | s 6.09 | | AM AR<br>7.45 | | |
| | | 3 | 0.8 | | | | | | | | | | | | | | | | | |
| | | | Big Trees | 5.9 | | | f 7.21 | | s 2.06 | | s 8.51 | s 9.51 | | | s 5.37 | s 6.07 | | 7.35 | | |
| | | 2 | 0.6 | | | | | | | | | | | | | | | | | |
| | | | Felton Junction | 5.3 | | | **7.19** | | 2.04 | | f 8.49 | f 9.49 | | | f 5.34 | f 6.04 | | **7.29**<br>**7.19** | | |
| | | 6 | 1.5 | | | | | | | | | | | | | | | | | |
| | | | Rincon | 3.8 | | | f 7.13 | | f 1.58 | | f 8.43 | f 9.43 | | | f 5.28 | f 5.58 | | 6.51 | | |
| | | 5 | 1.3 | | | | | | | | | | | | | | | | | |
| | | | Powder Works | 2.5 | | | 7.07 | | 1.52 | | 8.37 | 9.37 | | | 5.22 | 5.52 | | 6.41 | | |
| | | 6 | 1.4 | | | | | | | | | | | | | | | | | |
| | | | Eblis | 1.1 | | | 7.03 | | 1.48 | | 8.33 | 9.33 | | | 5.18 | 5.48 | | 6.35 | | |
| | | 4 | 1.1 | | | | | | | | | | | | | | | | | |
| | | | D..SANTA CRUZ W | 0.0 | | | 7.00<br>AM LV | | 1.45<br>PM LV | | 8.30<br>AM LV | 9.30<br>AM LV | | | 5.15<br>PM LV | 5.45<br>PM LV | | 6.30<br>AM LV | | |
| | | | | | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Sunday Only | Daily | Sunday Only | Daily Ex. Sun. | Sunday Only | Daily | Daily | Daily Ex. Sun. | Sunday Only | Daily | Daily Ex. Sun. | Daily Ex. Sun. | |
| | | | (33.9 miles) | | (0.19) | (0.20) | (1.48) | (0.23) | (1.55) | (0.25) | (0.45) | (0.45) | (0.22) | (0.22) | (0.50) | (0.48) | (0.45) | (9.00) | (0.40) | |

**Vasona, Aldercroft, Tuxedo, Olympia, Zayante and Eccle are flag stops for all first class trains.**
**First-class trains on Boulder Creek Branch will stop at Brookdale and on flag at River Station, located between Felton and Ben Lomond.**
**Clem is a flag stop for No. 503.**

**Narrow Gauge freight trains will carry passengers.**

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**

# COAST DIVISION: San Francisco and { HIGH STREET, ALAMEDA, FOURTEENTH STREET. OAKLAND. (NARROW GAUGE.)

## MORNING—FROM SAN FRANCISCO.

### FIRST CLASS—LOCAL TRAINS.

### ALAMEDA TRAINS.

| 624 | 622 | 620 | 618 | 616 | 614 | 612 | 610 | 608 | 606 | 604 | 602 | 600 | DISTANCE FROM SAN FRANCISCO. |  | TIME TABLE No. 58. Oct. 2, 1904. STATIONS. | Minimum running time between stations for passenger trains—minutes. | Flagging distance expressed in number of poles. Danger Point | Caution Point |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. |  |  |  |  |  |  |
| A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV |  |  |  |  |  |  |  |
| 11.45 | 11.15 | 10.45 | 10.15 | 9.45 | 9.15 | 8.45 | 8.15 | 7.45 | 7.15 | 6.45 | 6.15 | ......... | 0.0 |  | .DN.SAN FRANCISCO.W. | ...... | ...... | ...... |
| P M<br>s12.04 | s11.34 | s11.04 | s10.33 | s10.04 | s 9.34 | s 9.04 | s 8.33 | s 8.04 | s 7.34 | s 7.04 | s 6.34 | ......... | 3.0 |  | 3.0<br>.DN.ALAMEDA MOLE.W<br>0.0 | ...... | ...... | ...... |
|  |  |  |  |  |  |  |  |  |  |  |  | A M LV |  |  |  |  |  |  |
| 12.06 | 11.36 | 11.06 | **10.33** | 10.06 | 9.36 | 9.06 | **8.33** | 8.06 | 7.36 | 7.06 | 6.36 | 6.01 | 3.0 |  | .DN.ALAMEDA MOLE.W |  | 10 | 15 |
| f12.13 | f11.43 | f11.13 | f10.43 | f10.13 | f 9.43 | f 9.13 | f 8.43 | f 8.13 | f 7.43 | f 7.13 | 6.43 | f 6.09 | 5.6 | Double Track. | 2.6<br>.. Alameda Junc..W. | 5 |  |  |
| s12.15 | s11.45 | s11.15 | s10.45 | s10.15 | s 9.45 | s 9.15 | s 8.45 | s 8.15 | s 7.45 | s 7.15 | s 6.45 | 6.13 | 6.3 |  | 0.7<br>.. West Alameda .... | 1 |  |  |
| s12.17 | s11.47 | s11.17 | s10.47 | s10.17 | s 9.47 | s 9.17 | s 8.47 | s 8.17 | s 7.47 | s 7.17 | s 6.47 | 6.15 | 6.9 |  | 0.6<br>.. Fifth Street........ | 1 |  |  |
| s12.19 | s11.49 | s11.19 | s10.49 | s10.19 | s 9.49 | s 9.19 | s 8.49 | s 8.19 | s 7.49 | s 7.19 | s 6.49 | 6.17 | 7.2 |  | 0.3<br>.. Seventh Street .... | 1 |  |  |
| s12.21 | s11.51 | s11.21 | s10.51 | s10.21 | s 9.51 | s 9.21 | s 8.51 | s 8.21 | s 7.51 | s 7.21 | s 6.51 | 6.19 | 7.5 |  | 0.3<br>.. Encinal Park...... | 1 |  |  |
| s12.23 | s11.53 | s11.23 | s10.53 | s10.23 | s 9.53 | s 9.23 | s 8.53 | s 8.23 | s 7.53 | s 7.23 | s 6.53 | 6.21 | 8.1 |  | 0.6<br>.. Morton Street ..... | 1 |  |  |
| s12.25 | s11.55 | s11.25 | s10.55 | s10.25 | s 9.55 | s 9.25 | s 8.55 | s 8.25 | s 7.55 | s 7.25 | s 6.55 | 6.23 | 8.6 |  | 0.5<br>.. Chestnut Street... | 1 |  |  |
| s12.27 | s11.57 | s11.27 | s10.57 | s10.27 | s 9.57 | s 9.27 | s 8.57 | s 8.27 | s 7.57 | s 7.27 | s 6.57 | 6.25 | 9.2 |  | 0.6<br>D.Park Street ........ | 1 |  |  |
| s12.29 | s11.59 | s11.29 | s10.59 | s10.29 | s 9.59 | s 9.29 | s 8.59 | s 8.29 | s 7.59 | s 7.29 | s 6.59 | 6.27 | 9.4 |  | 0.4<br>.. Versailles Avenue | 1 |  |  |
| 12.31 | P M<br>12.01 | 11.31 | 11.01 | 10.31 | 10.01 | 9.31 | 9.01 | 8.31 | 8.01 | 7.31 | 7.01 | 6.29 | 10.1 |  | 0.5<br>.. HIGH STREET.W. | 1 |  |  |
| P M AR | P M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR |  |  |  |  |  |  |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. |  |  |  |  |  |  |
| (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.28) |  |  | 10.01 miles) |  |  |  |

### OAKLAND TRAINS.

| 724 | 722 | 720 | 718 | 716 | 714 | 712 | 710 | 708 | 706 | 704 | 702 | 700 | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 58. Oct. 2, 1904. | Minimum running time between stations for passenger trains—minutes. | Flagging distance expressed in number of poles. Danger Point | Caution Point |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. |  |  |  |  |  |
| P M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV |  |  |  |  |  |
| 12.05 | 11.35 | 11.05 | 10.35 | 10.05 | 9.35 | 9.05 | 8.35 | 8.05 | 7.35 | 7.05 | 6.35 | 6.00 | 3.0 | .DN.ALAMEDA MOLE.W |  | 10 | 15 |
| s12.11 | 11.41 | s11.11 | 10.41 | s10.11 | 9.41 | s 9.11 | 8.41 | s 8.11 | 7.41 | 7.11 | s 6.41 | 6.08 | 5.5 | 2.5<br>.DN .Alameda Point....W. | 5 |  |  |
| 12.14 | 11.44 | 11.14 | 10.44 | 10.14 | 9.44 | 9.14 | 8.44 | 8.14 | 7.44 | 7.14 | 6.44 | 6.11 | 6.5 | 1.0<br>....First Street......... | 2 |  |  |
| s12.15 | s11.45 | s11.15 | s10.45 | s10.15 | s 9.45 | s 9.15 | s 8.45 | s 8.15 | s 7.45 | s 7.15 | s 6.45 | s 6.12 | 6.8 | 0.3<br>.....Seventh Street ....... | 1 |  |  |
| 12.17 | 11.47 | 11.17 | 10.47 | 10.17 | 9.47 | 9.17 | 8.47 | 8.17 | 7.47 | 7.17 | 6.47 | 6.14 | 7.2 | 0.4<br>.D ..FOURTEENTH ST.. | 1 |  |  |
| P M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR |  |  |  |  |  |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. |  |  |  |  |  |
| (0.12) | (0.12) | (0.12) | (0.12) | (0.12) | (0.12) | (0.12) | (0.12) | (0.12) | (0.12) | (0.12) | (0.12) | (0.14) |  | (4.02 miles) |  |  |  |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**

**No. 704 will stop at Wright's Shipyard and at United Engineering Works.**

# COAST DIVISION: HIGH STREET, ALAMEDA, FOURTEENTH STREET. OAKLAND. } and San Francisco. (NARROW GAUGE.)

## MORNING—TOWARD SAN FRANCISCO.

## FIRST CLASS—LOCAL TRAINS.

### ALAMEDA TRAINS.

TIME TABLE
No. 58.
Oct. 2, 1904.

| Flagging distance expressed in number of poles.<br>Danger Point | Caution Point | | STATIONS. | DISTANCE FROM HIGH STREET. | 601 | 603 | 605 | 607 | 609 | 611 | 613 | 615 | 617 | 619 | 621 | 623 | 625 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | | | | | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | P M AR |
| ........ | ........ | | .DN.SAN FRANCISCO.W.<br>3.0 | 10.1 | 6.20 | 6.55 | 7.25 | 7.55 | 8.25 | 8.55 | 9.25 | 9.55 | 10.25 | 10.55 | 11.25 | 11.55 | 12.25 |
| ........ | ........ | | .DN.ALAMEDA MOLE.W<br>0.0 | 7.1 | 6.01 | 6.36 | 7.06 | 7.36 | 8.06 | 8.37 | 9.06 | 9.36 | 10.06 | 10.36 | 11.06 | 11.36 | 12.06 |
| | | | .DN.ALAMEDA MOLE.W<br>2.6 | 7.1 | s 6.00 | s 6.33 | s 7.03 | s 7.33 | s 8.03 | s 8.33 | s 9.03 | s 9.33 | s10.03 | s10.33 | s11.03 | s11.33 | s12.03<br>P M |
| | | | ...Alameda Junc.W.<br>0.7 | 4.5 | f 5.51 | f 6.25 | f 6.55 | 7.25 | f 7.55 | f 8.25 | f 8.55 | f 9.25 | f 9.55 | f10.25 | f10.55 | f11.25 | f11.55 |
| | | | ...West Alameda....<br>0.6 | 3.8 | s 5.49 | s 6.23 | s 6.53 | s 7.23 | s 7.53 | s 8.23 | s 8.53 | s 9.23 | s 9.53 | s10.23 | s10.53 | s11.23 | s11.53 |
| | | | ...Fifth Street.......<br>0.3 | 3.2 | s 5.46 | s 6.21 | s 6.51 | s 7.21 | s 7.51 | s 8.21 | s 8.51 | s 9.21 | s 9.51 | s10.21 | s10.51 | s11.21 | s11.51 |
| | | | ...Seventh Street....<br>0.3 | 2.9 | s 5.44 | s 6.19 | s 6.49 | f 7.19 | s 7.49 | s 8.19 | s 8.49 | s 9.19 | s 9.49 | s10.19 | s10.49 | s11.19 | s11.49 |
| 10 | 15 | Double Track. | ...Encinal Park.....<br>0.6 | 2.6 | s 5.42 | s 6.17 | s 6.47 | s 7.17 | s 7.47 | s 8.17 | s 8.47 | s 9.17 | s 9.47 | s10.17 | s10.47 | s11.17 | s11.47 |
| | | | ...Morton Street.....<br>0.5 | 2.0 | s 5.40 | s 6.15 | s 6.45 | s 7.15 | s 7.45 | s 8.15 | s 8.45 | s 9.15 | s 9.45 | s10.15 | s10.45 | s11.15 | s11.45 |
| | | | ...Chestnut Street...<br>0.6 | 1.5 | s 5.38 | s 6.13 | s 6.43 | s 7.13 | s 7.43 | s 8.13 | s 8.43 | s 9.13 | s 9.43 | s10.13 | s10.43 | s11.13 | s11.43 |
| | | | .D.Park Street.......<br>0.4 | 0.9 | s 5.36 | s 6.11 | s 6.41 | s 7.11 | s 7.41 | s 8.11 | s 8.41 | s 9.11 | s 9.41 | s10.11 | s10.41 | s11.11 | s11.41 |
| | | | ...Versailles Avenue<br>0.5 | 0.7 | s 5.34 | s 6.09 | s 6.39 | s 7.09 | s 7.39 | s 8.09 | s 8.39 | s 9.09 | s 9.39 | s10.09 | s10.39 | s11.09 | s11.39 |
| | | | ...HIGH STREET.W. | 0.0 | 5.32 | 6.07 | 6.37 | 7.07 | 7.37 | 8.07 | 8.37 | 9.07 | 9.37 | 10.07 | 10.37 | 11.07 | 11.37 |
| | | | | | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV |
| | | | | | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | | | (10.01 miles) | | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) |

### OAKLAND TRAINS.

TIME TABLE
No. 58.
Oct. 2, 1904.

| Flagging distance expressed in number of poles.<br>Danger Point | Caution Point | STATIONS. | DISTANCE FROM FOURTEENTH STREET. | 701 | 703 | 705 | 707 | 709 | 711 | 713 | 715 | 717 | 719 | 721 | 723 | 725 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | | | | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | A M AR | P M AR |
| | | .DN.ALAMEDA MOLE.W<br>2.5 | 4.2 | 5.59 | 6.34 | 7.04 | 7.34 | 8.03 | 8.33 | 9.04 | 9.33 | 10.04 | 10.33 | 11.04 | 11.34 | 12.04<br>P M |
| | | .DN.Alameda Point....W.<br>1.0 | 1.7 | s 5.51 | 6.26 | s 6.56 | 7.26 | s 7.56 | 8.26 | s 8.56 | 9.26 | s 9.56 | 10.26 | s10.56 | 11.26 | s11.56 |
| 10 | 15 | .....First Street..........<br>0.3 | 0.7 | 5.48 | 6.23 | 6.53 | 7.23 | 7.53 | 8.23 | 8.53 | 9.23 | 9.53 | 10.23 | 10.53 | 11.23 | 11.53 |
| | | .....Seventh Street.......<br>0.4 | 0.4 | s 5.47 | s 6.22 | s 6.52 | s 7.22 | s 7.52 | s 8.22 | s 8.52 | s 9.22 | s 9.52 | s10.22 | s10.52 | s11.22 | s11.52 |
| | | .D..FOURTEENTH ST.. | 0.0 | 5.45 | 6.20 | 6.50 | 7.20 | 7.50 | 8.20 | 8.50 | 9.20 | 9.50 | 10.20 | 10.50 | 11.20 | 11.50 |
| | | | | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV | A M LV |
| | | | | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | | (4.02 miles) | | (0.14) | (0.14) | (0.14) | (0.14) | (0.13) | (0.13) | (0.14) | (0.14) | (0.14) | (0.13) | (0.14) | (0.14) | (0.14) |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**

# COAST DIVISION: San Francisco and { HIGH STREET, ALAMEDA, FOURTEENTH STREET. OAKLAND. (NARROW GAUGE.)

## AFTERNOON—FROM SAN FRANCISCO.

## FIRST CLASS—LOCAL TRAINS.

### ALAMEDA TRAINS.

TIME TABLE

No. 58.

Oct. 2, 1904.

| 662 | 660 | 658 | 656 | 654 | 652 | 650 | 648 | 646 | 644 | 642 | 640 | 638 | 636 | 634 | 632 | 630 | 628 | 626 | DISTANCE FROM SAN FRANCISCO. | | STATIONS. | Minimum running time between stations for passenger trains—minutes. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | |
| PM LV<br>11.45 | PM LV<br>10.45 | PM LV<br>9.30 | PM LV<br>8.30 | PM LV<br>7.30 | PM LV<br>6.45 | PM LV<br>6.15 | PM LV<br>5.45 | PM LV<br>5.15 | PM LV<br>4.45 | PM LV<br>4.15 | PM LV<br>3.45 | PM LV<br>3.15 | PM LV<br>2.45 | PM LV<br>2.15 | PM LV<br>1.45 | PM LV<br>1.15 | PM LV<br>12.45 | PM LV<br>12.15 | 0.0 | | .DN.SAN FRANCISCO.W.<br>3.0 | ........ |
| AM<br>s12.02 | s11.02 | s 9.46 | s 8.47 | s 7.47 | s 7.03 | s 6.34 | s 6.04 | s 5.33 | s 5.04 | s 4.33 | s 4.04 | s 3.34 | s 3.04 | s 2.33 | s 2.04 | s 1.34 | s 1.04 | s12.34 | 3.0 | | .DN.ALAMEDA MOLE.W<br>0.0 | ........ |
| 12.03 | 11.03 | **9.46** | 8.48 | 7.48 | **7.03** | 6.36 | 6.06 | **5.33** | 5.06 | **4.33** | 4.06 | 3.36 | 3.06 | **2.33** | 2.06 | 1.36 | 1.06 | 12.36 | 3.0 | | .DN.ALAMEDA MOLE.W<br>2.6 | 5 |
| f12.10 | f11.10 | f 9.55 | f 8.55 | f 7.57 | f 7.13 | f 6.43 | f 6.13 | 5.43 | f 5.13 | f 4.43 | f 4.13 | f 3.43 | f 3.13 | f 2.43 | f 2.13 | f 1.43 | f 1.13 | f12.43 | 5.6 | Double Track. | .. Alameda Junc..W.<br>0.7 | 1 |
| s12.12 | s11.12 | s 9.57 | s 8.57 | s 7.59 | s 7.15 | s 6.45 | s 6.15 | s 5.45 | s 5.15 | s 4.45 | s 4.15 | s 3.45 | s 3.15 | s 2.45 | s 2.15 | s 1.45 | s 1.15 | s12.45 | 6.3 | | .. West Alameda ....<br>0.6 | 1 |
| s12.14 | s11.14 | s 9.59 | s 8.59 | s 8.01 | s 7.17 | s 6.47 | s 6.17 | s 5.47 | s 5.17 | s 4.47 | s 4.17 | s 3.47 | s 3.17 | s 2.47 | s 2.17 | s 1.47 | s 1.17 | s12.47 | 6.9 | | .. Fifth Street........<br>0.3 | 1 |
| s12.16 | s11.16 | s10.02 | s 9.01 | s 8.03 | s 7.19 | s 6.49 | s 6.19 | s 5.49 | s 5.19 | s 4.49 | s 4.19 | s 3.49 | s 3.19 | s 2.49 | s 2.19 | s 1.49 | s 1.19 | s12.49 | 7.2 | | .. Seventh Street ....<br>0.3 | 1 |
| s12.18 | s11.18 | s10.05 | s 9.03 | s 8.05 | s 7.21 | s 6.51 | s 6.21 | s 5.51 | s 5.21 | s 4.51 | s 4.21 | s 3.51 | s 3.21 | s 2.51 | s 2.21 | s 1.51 | s 1.21 | s12.51 | 7.5 | | .. Encinal Park......<br>0.6 | 1 |
| s12.20 | s11.20 | s10.07 | s 9.05 | s 8.07 | s 7.23 | s 6.53 | s 6.23 | s 5.53 | s 5.23 | s 4.53 | s 4.23 | s 3.53 | s 3.23 | s 2.53 | s 2.23 | s 1.53 | s 1.23 | s12.53 | 8.1 | | .. Morton Street .....<br>0.5 | 1 |
| s12.22 | s11.22 | s10.09 | s 9.07 | s 8.09 | s 7.25 | s 6.55 | s 6.25 | s 5.55 | s 5.25 | s 4.55 | s 4.25 | s 3.55 | s 3.25 | s 2.55 | s 2.25 | s 1.55 | s 1.25 | s12.55 | 8.6 | | .. Chestnut Street...<br>0.6 | 1 |
| s12.24 | s11.24 | s10.11 | s 9.09 | s 8.11 | s 7.27 | s 6.57 | s 6.27 | s 5.57 | s 5.27 | s 4.57 | s 4.27 | s 3.57 | s 3.27 | s 2.57 | s 2.27 | s 1.57 | s 1.27 | s12.57 | 9.2 | | D.Park Street ........<br>0.4 | 1 |
| s12.26 | s11.26 | s10.13 | s 9.11 | s 8.13 | s 7.29 | s 6.59 | s 6.29 | s 5.59 | s 5.29 | s 4.59 | s 4.29 | s 3.59 | s 3.29 | s 2.59 | s 2.29 | s 1.59 | s 1.29 | s12.59 | 9.4 | | .. Versailles Avenue<br>0.5 | 1 |
| 12.28<br>AM AR | 11.28<br>PM AR | 10.15<br>PM AR | 9.13<br>PM AR | 8.15<br>PM AR | 7.31<br>PM AR | 7.01<br>PM AR | 6.31<br>PM AR | 6.01<br>PM AR | 5.31<br>PM AR | 5.01<br>PM AR | 4.31<br>PM AR | 4.01<br>PM AR | 3.31<br>PM AR | 3.01<br>PM AR | 2.31<br>PM AR | 2.01<br>PM AR | 1.31<br>PM AR | 1.01<br>PM AR | 10.1 | | .. HIGH STREET.W. | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | |
| (0.43) | (0.43) | (0.45) | (0.43) | (0.45) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | (0.46) | | | (10.1 miles) | |

### OAKLAND TRAINS.

TIME TABLE

No. 58.

Oct. 2, 1904.

| 762 | 760 | 758 | 756 | 754 | 752 | 750 | 748 | 746 | 744 | 742 | 740 | 738 | 736 | 734 | 732 | 730 | 728 | 726 | DISTANCE FROM SAN FRANCISCO. | STATIONS. | Minimum running time between stations—minutes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| AM LV<br>12.03 | PM LV<br>11.03 | PM LV<br>9.48 | PM LV<br>8.48 | PM LV<br>7.50 | PM LV<br>7.05 | PM LV<br>6.35 | PM LV<br>6.05 | PM LV<br>5.35 | PM LV<br>5.05 | PM AR<br>4.35 | PM LV<br>4.05 | PM LV<br>3.35 | PM LV<br>3.05 | PM LV<br>2.35 | PM LV<br>2.05 | PM LV<br>1.35 | PM LV<br>1.05 | PM LV<br>12.35 | 3.0 | .DN.ALAMEDA MOLE.W<br>2.5 | 5 |
| s12.10 | s11.10 | s 9.55 | s 8.55 | s 7.57 | s 7.11 | 6.41 | s 6.11 | 5.41 | s 5.11 | 4.41 | s 4.11 | 3.41 | s 3.11 | 2.41 | s 2.11 | 1.41 | s 1.11 | 12.41 | 5.5 | .DN .Alameda Point....W.<br>1.0 | 2 |
| 12.13 | 11.13 | 9.56 | 8.56 | 8.01 | 7.14 | 6.44 | 6.14 | 5.44 | 5.14 | 4.44 | 4.14 | 3.44 | 3.14 | 2.44 | 2.14 | 1.44 | 1.14 | 12.44 | 6.5 | .....First Street..........<br>0.3 | 1 |
| s12.14 | s11.14 | s 9.59 | s 8.59 | s 8.02 | s 7.15 | s 6.45 | s 6.15 | s 5.45 | s 5.15 | s 4.45 | s 4.15 | s 3.45 | s 3.15 | s 2.45 | s 2.15 | s 1.45 | s 1.15 | s12.45 | 6.8 | .....Seventh Street.......<br>0.4 | 1 |
| 12.16<br>AM AR | 11.16<br>PM AR | 10.01<br>PM AR | 9.01<br>PM AR | 8.04<br>PM AR | 7.17<br>PM AR | 6.47<br>PM AR | 6.17<br>PM AR | 5.47<br>PM AR | 5.17<br>PM AR | 4.47<br>PM AR | 4.17<br>PM AR | 3.47<br>PM AR | 3.17<br>PM AR | 2.47<br>PM AR | 2.17<br>PM AR | 1.47<br>PM AR | 1.17<br>PM AR | 12.47<br>PM AR | 7.2 | .D ..FOURTEENTH ST.. | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| (0.13) | (0.13) | (0.13) | (0.13) | (0.14) | (0.12) | (0.12) | (0.12) | (0.12) | (0 12) | (0.12) | (0.12) | (0.12) | (0.12) | (0.12) | (0.12) | (0.12) | (0 12) | (0.12) | | (4.2 miles) | |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**

# COAST DIVISION: HIGH STREET, ALAMEDA, FOURTEENTH STREET, OAKLAND. } and San Francisco. (NARROW GAUGE.)

## AFTERNOON—TOWARD SAN FRANCISCO.

### FIRST CLASS—LOCAL TRAINS.

### ALAMEDA TRAINS.

TIME TABLE
No. 58.
Oct. 2, 1904.

| STATIONS. | DISTANCE FROM HIGH STREET. | 627 | 629 | 631 | 633 | 635 | 637 | 639 | 641 | 643 | 645 | 647 | 649 | 651 | 653 | 655 | 657 | 659 | 661 | 663 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | AM AR |
| .DN.SAN FRANCISCO.W. | 10.1 | 12.55 | 1.25 | 1.55 | 2.25 | 2.55 | 3.25 | 3.55 | 4.25 | 4.55 | 5.25 | 5.55 | 6.25 | 6.55 | 7.25 | 8.10 | 9.10 | 10.10 | 11.25 | 12.25 |
| 3.0 | | | | | | | | | | | | | | | | | | | | |
| .DN.ALAMEDA MOLE.W | 7.1 | 12.36 | 1.06 | 1.36 | 2.06 | 2.36 | 3.06 | 3.36 | 4.06 | 4.36 | 5.06 | 5.36 | 6.06 | 6.36 | 7.06 | 7.51 | 8.51 | 9.51 | 11.06 | 12.06<br>AM |
| 0.0 | | | | | | | | | | | | | | | | | | | | |
| .DN.ALAMEDA MOLE.W | 7.1 | s12.33 | s 1.03 | s 1.33 | s 2.03 | s **2.33** | s 3.03 | s 3.33 | s 4.03 | s **4.33** | s 5.03 | s **5.33** | s 6.03 | s 6.33 | s **7.03** | s 7.45 | s 8.45 | s **9.46** | s11.00 | s12.00<br>MIDNIGHT. |
| 2.6 | | | | | | | | | | | | | | | | | | | | |
| Double Track.<br>...Alameda Junc.W. | 4.5 | f12.25 | f12.55 | f 1.25 | f 1.55 | f 2.25 | f 2.55 | f 3.25 | f 3.55 | f 4.25 | f 4.55 | f 5.25 | f 5.55 | f 6.25 | f 6.55 | f 7.38 | f 8.36 | f 9.36 | f10.51 | f11.51 |
| 0.7 | | | | | | | | | | | | | | | | | | | | |
| ...West Alameda.... | 3.8 | s12.23 | s12.53 | s 1.23 | s 1.53 | s 2.23 | s 2.53 | s 3.23 | s 3.53 | s 4.23 | s 4.53 | s 5.23 | s 5.53 | s 6.23 | s 6.53 | s 7.35 | s 8.33 | s 9.33 | s10.48 | s11.48 |
| 0.6 | | | | | | | | | | | | | | | | | | | | |
| ...Fifth Street....... | 3.2 | s12.21 | s12.51 | s 1.21 | s 1.51 | s 2.21 | s 2.51 | s 3.21 | s 3.51 | s 4.21 | s 4.51 | s 5.21 | s 5.51 | s 6.21 | s 6.51 | s 7.33 | s 8.31 | s 9.31 | s10.46 | s11.46 |
| 0.3 | | | | | | | | | | | | | | | | | | | | |
| ...Seventh Street.... | 2.9 | s12.19 | s12.49 | s 1.19 | s 1.49 | s 2.19 | s 2.49 | s 3.19 | s 3.49 | s 4.19 | s 4.49 | s 5.19 | s 5.49 | s 6.19 | s 6.49 | s 7.31 | s 8.29 | s 9.29 | s10.44 | s11.44 |
| 0.3 | | | | | | | | | | | | | | | | | | | | |
| ...Encinal Park..... | 2.6 | s12.17 | s12.47 | s 1.17 | s 1.47 | s 2.17 | s 2.47 | s 3.17 | s 3.47 | s 4.17 | s 4.47 | s 5.17 | s 5.47 | s 6.17 | s 6.47 | s 7.29 | s 8.27 | s 9.27 | s10.42 | s11.42 |
| 0.6 | | | | | | | | | | | | | | | | | | | | |
| ...Morton Street..... | 2.0 | s12.15 | s12.45 | s 1.15 | s 1.45 | s 2.15 | s 2.45 | s 3.15 | s 3.45 | s 4.15 | s 4.45 | s 5.15 | s 5.45 | s 6.15 | s 6.45 | s 7.27 | s 8.25 | s 9.25 | s10.40 | s11.40 |
| 0.5 | | | | | | | | | | | | | | | | | | | | |
| ...Chestnut Street.. | 1.5 | s12.13 | s12.43 | s 1.13 | s 1.43 | s 2.13 | s 2.43 | s 3.13 | s 3.43 | s 4.13 | s 4.43 | s 5.13 | s 5.43 | s 6.13 | s 6.43 | s 7.25 | s 8.23 | s 9.23 | s10.38 | s11.38 |
| 0.6 | | | | | | | | | | | | | | | | | | | | |
| .D Park Street........ | 0.9 | s12.11 | s12.41 | s 1.11 | s 1.41 | s 2.11 | s 2.41 | s 3.11 | s 3.41 | s 4.11 | s 4.41 | s 5.11 | s 5.41 | s 6.11 | s 6.41 | s 7.23 | s 8.21 | s 9.21 | s10.35 | s11.35 |
| 0.4 | | | | | | | | | | | | | | | | | | | | |
| ...Versailles Avenue | 0.7 | s12.09 | s12.39 | s 1.09 | s 1.39 | s 2.09 | s 2.39 | s 3.09 | s 3.39 | s 4.09 | s 4.39 | s 5.09 | s 5.39 | s 6.09 | s 6.39 | s 7.21 | s 8.19 | s 9.19 | s10.33 | s11.33 |
| 0.5 | | | | | | | | | | | | | | | | | | | | |
| ...HIGH STREET.W | 0.0 | s12.07 | 12.37 | 1.07 | 1.37 | 2.07 | 2.37 | 3.07 | 3.37 | 4.07 | 4.37 | 5.07 | 5.37 | 6.07 | 6.37 | 7.19 | 8.17 | 9.17 | 10.31 | 11.31 |
| | | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| (10.1 miles) | | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.48) | (0.51) | (0.53) | (0.53) | (0.54) | (0.54) |

### OAKLAND TRAINS.

TIME TABLE
No. 58.
Oct. 2, 1904.

| | DISTANCE FROM FOURTEENTH STREET. | 727 | 729 | 731 | 733 | 735 | 737 | 739 | 741 | 743 | 745 | 747 | 749 | 751 | 753 | 755 | 757 | 759 | 761 | 763 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR | PM AR |
| .DN.ALAMEDA MOLE.W | 4.2 | 12.34 | 1.04 | 1.34 | 2.04 | 2.33 | 3.04 | 3.34 | 4.04 | 4.33 | 5.04 | 5.34 | 6.04 | 6.34 | 7.04 | 7.44 | 8.44 | 9.44 | 10.59 | 11.59 |
| 2.5 | | | | | | | | | | | | | | | | | | | | |
| .DN .Alameda Point....W. | 1.7 | 12.26 | s12.56 | 1.26 | s 1.56 | 2.26 | s 2.56 | 3.26 | s 3.56 | 4.26 | 4.56 | s 5.26 | s 5.56 | 6.26 | s 6.56 | s 7.36 | s 8.36 | s 9.36 | s10.51 | s11.51 |
| 1.0 | | | | | | | | | | | | | | | | | | | | |
| .....First Street.......... | 0.7 | 12.23 | 12.53 | 1.23 | 1.53 | 2.23 | 2.53 | 3.23 | 3.53 | 4.23 | 4.53 | 5.23 | 5.53 | 6.23 | 6.53 | 7.33 | 8.33 | 9.33 | 10.48 | 11.48 |
| 0.3 | | | | | | | | | | | | | | | | | | | | |
| .....Seventh Street....... | 0.4 | s12.22 | s12.52 | s 1.22 | s 1.52 | s 2.22 | s 2.52 | s 3.22 | s 3.52 | s 4.22 | s 4.52 | s 5.22 | s 5.52 | s 6.22 | s 6.52 | s 7.32 | s 8.32 | s 9.32 | s10.47 | s11.47 |
| 0.4 | | | | | | | | | | | | | | | | | | | | |
| .D..FOURTEENTH ST.. | 0.0 | 12.20 | 12.50 | 1.20 | 1.50 | 2.20 | 2.50 | 3.20 | 3.50 | 4.20 | 4.50 | 5.20 | 5.50 | 6.20 | 6.50 | 7.30 | 8.30 | 9.30 | 10.45 | 11.45 |
| | | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV | PM LV |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| (4.2 miles) | | (0.14) | (0.14) | (0.14) | (0.14) | (0.13) | (0.14) | (0.14) | (0.14) | (0.13) | (0.14) | (0.14) | (0.14) | (0.14) | (0.14) | (0.14) | (0.14) | (0.14) | (0.14) | (0.14) |

**West-bound trains are superior to east-bound trains of the same class. See Rule 81.**

**No. 745 will stop at Wright's Shipyard and at United Engineering Works.**

# SPECIAL RULES.

1. Bulletin Boards are located at San Francisco, San Jose, Gilroy, Pajaro, Salinas, San Luis Obispo, Surf and Santa Barbara; also at Alameda Mole, San Jose, Boulder Creek and Santa Cruz.

2. Trains will register on standard gauge lines at San Francisco, Ocean View, Baden, San Bruno, Palo Alto, San Jose, Hillsdale, Gilroy, Pajaro, Castroville, Pacific Grove, Salinas, Santa Margarita, San Luis Obispo, Surf, Lompoc, Santa Barbara, New Almaden, Hollister, Tres Pinos, Aptos and Santa Cruz. Train No. 10 and trains on the Tres Pinos Branch at Carnadero. West-bound Extras will also register at Carnadero. At registering stations that are not regular stops, trains need not stop to register, or to check the register, or to make out check of train register form 2127, but will throw off a register ticket form 2588 to the operator giving the information required by the register, reducing speed if necessary and the operator will then register for them. Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing trains which are of the same or inferior class to the train taking down signals. On narrow gauge lines trains will register at Alameda Mole, 14th St. Oakland, Park Street, Alameda, Newark, Santa Clara, San Jose, Campbell, Los Gatos, Wright, New Almaden, Glenwood, Felton, Boulder Creek and Santa Cruz. All trains going via the 3d rail track to and from Santa Clara will register at Santa Clara.

3. Standard clocks are located in the Dispatcher's office San Francisco, Yard Master's office San Francisco, Machine Shops 16th St., S. F., Telegraph office San Jose, Gilroy, Tres Pinos, Pajaro, Santa Cruz, Castroville, Pacific Grove, Salinas, Santa Margarita, Dispatcher's office San Luis Obispo, Telegraph office Surf, Lompoc, Santa Barbara, Alameda Mole, Alameda Point and Boulder Creek.

4. In addition to stations at which a train originates on the Division, Salinas and San Luis Obispo are initial stations for all except first class trains.

5. San Francisco yard limits extend from Third St. station to Valencia St. siding; Monterey yard limits from Monterey station to Del Monte station; South San Francisco yard limits from west switch South San Francisco to and including "Y" switch leading to Tanforan; Salinas yard limits from Salinas to Spreckels. Within these limits extra trains and yard engines will run under control, keeping sharp lookout for each other. Yard engine crew's attention is called to Rule 337. All other yard limits are indicated by yard limit signs. **Double track extends from 3d & Townsend St. Station to 18th St., S. F., from Ocean View to Holy Cross and from San Bruno to San Jose. All trains will run to the right between these points. The switches at the end of double track at 18th St., S. F., Ocean View and Holy Cross will be handled by switch tenders, but trains must approach them carefully, speed not exceeding 8 miles per hour. In the absence of the switch tenders, trainmen will handle switches, which must be left set for east-bound main track at 18th St., S. F., and Holy Cross, and for the west bound main track at Ocean View. Conductors of all trains must throw off form 2588 properly filled out at switch tender's house at 18th St., S. F., and Holy Cross. Engineers approaching San Bruno and Baden must sound 1 short, 1 long, 1 short – —— – blast of the whistle if they wish switch lined up for track via Tanforan, and 2 short, 1 long, 2 short – – —— – – blasts of the whistle if they wish switch lined up for track via South San Francisco.**

**The top blade on double arm pole west of the Signal Tower at San Bruno, on the Tanforan track, will govern the movements of the east-bound trains straight through on east-bound track. The lower blade on the same pole will govern the movements of east-bound trains in crossing over to west-bound track or on to spur track.**

**The top blade on double arm pole west of the Signal Tower, on the South San Francisco track, will govern the movements of east-bound trains straight through on east-bound track. The lower blade on the same pole will govern the movement of trains on to west-bound track or spur track.**

**The top blade on the double arm pole east of the Signal Tower, will govern the movements of west-bound trains via Tanforan. The lower blade on the same pole will govern the movements of west-bound trains via South San Francisco.**

Trains entering and leaving east end of San Jose yard will be governed by semaphore signals from interlocking tower.

First class trains east-bound passing from double to single track must have signal No. 14 cleared before proceeding.

West-bound trains must not pass distant signal (located on Fourth St.) at danger except when preceded by a flag. This signal when clear will show right to proceed to signals 11 and 13.

First class trains going into the depot must get top signal 11.

All except first class trains destined into the yard must get lower signal 13. All except first class trains receiving signal 13 can proceed to signal 3, lower blade on pole west of signal tower. When that signal is at clear they can proceed into the yard.

Trains going out of the freight yard must get starting pot signal located on the right hand of the track they are on at the west line of First St., before going over clearance and must receive clear signal 8, lower signal on two arm post between First St. and interlocking tower before they can pass it and cross over on to the main line.

Below is complete outline of signals and movements they govern:

Signal No. 6 will govern the movements of west-bound trains on the Western Division.

Signal No. 8 will govern the movement of east-bound Coast Division trains crossing over to single track on Fourth St. This signal will also govern the route in on Cannery Spur.

Signal No. 14 will govern the movement of east-bound Coast Division trains straight through on east-bound track.

Signal No. 1 will govern the movement of trains between that signal and the Passenger depot track.

Signal No. 3 will govern the movement of trains between that signal and freight yard tracks.

Signal No. 7 will govern the movement of east-bound Western Division trains to signals 1 and 3.

Signal No. 9 will govern the movement of trains between that signal and Marble Works Spur.

Signal No. 11 will govern the movement of west-bound Coast Division trains from single track on Fourth St. to west-bound main line into depot.

Signal No. 13 will govern the movement of west-bound Coast Division trains crossing over to signals 1 and 3.

Signal No. 13 will also govern switching movements from that signal onto east-bound main line.

Dwarf signals will be used for switching and starting purposes, and will govern only to the first controlling high signal.

Sidings on double track are located at Millbrae, San Mateo, San Carlos, Fair Oaks, Mayfield, Mountain View and Lawrence. Cross-overs at San Bruno, Burlingame, Belmont, Redwood, Menlo Park, Palo Alto, Castro, Sunnyvale and Santa Clara. When using cross-overs, trainmen must comply strictly with Rule 99. Street crossings at San Mateo must not be blocked to exceed five (5) minutes. Third rail track extends from crossing switch Santa Clara to east switch Wright on Narrow Gauge track.

*a.* Block system districts are between 18th Street, San Francisco, and San Bruno, between Gilroy and Carnadero, between Chittenden and Aromas, and between Santa Margarita and San Luis Obispo.

*b.* If semaphore of block system is at danger before a train enters the block, or is at safety and does not change to danger when a train enters the block, the train must stop, send a flagman in advance immediately, wait five minutes after the flagman has started, and then proceed under full control, not exceeding six miles per hour, until the train passes out of the block.

*c.* Inside of block system limits, between San Francisco and San Bruno, trains arriving at stations where they expect to meet and pass other trains must not occupy the main track between switches until the expected train has passed the signal at opposite end of the adjoining block unless the opposing train has lost both rights and class as prescribed by Rules 4 and 82 or at the expiration of a time order; otherwise the train standing in the overlap will hold in delay approaching trains.

6. **Trains will not pass each other at stations on double track.**

7. **Switch at Baden will be handled by switch tender between the hours of 7 a. m. and 7 p. m. Trains must approach this point carefully, speed not exceeding 8 miles per hour. Between 7 p. m. and 7. a. m., or in the absence of switch tender, trainmen must handle switches, which must be left set for track via Tanfora[illegible]**

*a.* Trains for which time is shown at Tanforan will proceed via Tanforan. Trains for which time is shown at South San Francisco will proceed via South San Francisco. East-bound trains via Tanforan, scheduled to meet west-bound trains via South San Francisco, at Baden, may leave Baden without awaiting arrival of west-bound trains, but must not leave San Jose until they have ascertained that the train has passed onto double track at that point. East-bound trains via South San Francisco, scheduled to meet west-bound trains via Tanforan at Baden, may leave Baden without awaiting arrival of west-bound train, but must not leave San Jose until they have ascertained that the train has passed onto double track at that point.

*b.* The switch at the junction of the standard and narrow gauge lines near New Almaden must be left set for the narrow gauge line. On joint track between this junction and New Almaden station both narrow gauge and standard gauge trains are equal, and they must move under control.

8. Trains must not exceed a speed of fifteen (15) miles per hour, equivalent to a minimum time of nine minutes thirty-six seconds, between Third St. station, San Francisco, and Valencia St.; nor a speed of thirty (30) miles per hour, equivalent to a minimum time of seven minutes twelve seconds, between Valencia St. and Ocean View in either direction. Trains must not exceed a speed of ten (10) miles per hour through Redwood, San Mateo and Gilroy, eight (8) miles per hour through San Jose and Salinas, and six (6) miles per hour through Hollister. Trains descending grades between Santa Margarita and San Luis Obispo must not exceed a speed of eighteen (18) and thirty (30) miles an hour respectively for freight and passenger trains. Conductors will see personally that Rule 70 of the Westinghouse Automatic Air Brake Instructions is strictly complied with while descending these grades and those between Baden and San Francisco.

*Trains* must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between stations.*"

# SPECIAL RULES—Continued.

Trains must not exceed a speed of 25 miles per hour approaching and passing over very sharp curves, such as those at South San Francisco, Carnadero, and similar curves on the Monterey and Santa Cruz Branches and in the Salinas Valley.

9. Siding for Valencia Street is the siding between Guerrero and Dolores Streets. Channel Street siding is between Sixth and Ninth Streets.

10. During the existence of this time table, the engine and crew of train No. 272 may use main track between Pacific Grove and Lake Majella between the hours 2:10 and 3:15 P. M. for switching, and other trains must not use this track between these times except under protection as required by Rule 99.

11. Work on the Loma Prieta Branch will be done by crew of 265 and 268.

12. San Jose yard limits extend from Santa Clara to Valbrick on Standard gauge line, and from Santa Clara to Dougherty on Narrow gauge line. Within these limits extra trains and yard engines will keep sharp lookout for each other, and run with train under control. Yard engine crew's attention is called to Rule 337.

13. Head lights of all engines and marker lights of all trains must be kept burning while passing through tunnels between Cuesta and Goldtree and between Santa Cruz and Wright.

14. Trains must obtain clearance cards before leaving San Francisco, San Jose, Salinas, San Luis Obispo, Santa Barbara, Tres Pinos and New Almaden, and all through trains before leaving Alameda Mole. The normal position of train order semaphore at Park Street, Alameda Point and Alameda Mole, is proceed.

15. **Engineers approaching Santa Clara interlocking tower must sound 1 short, 1 long, 1 short – ——— – blast of the whistle if they wish switches lined up for Standard gauge main track, 2 short, 1 long, 2 short – – ——— – – blasts of the whistle if they wish switches lined up for Third rail, 2 short, and 1 long and 1 short – – ——— – if they wish switches lined up for Narrow gauge track.**

16. Local trains to and from Oakland and Alameda Point will use left-hand track from Alameda Mole.

17. East-bound Oakland local trains have right into 14th Street, Oakland, against themselves as opposing trains.

18. The two tracks between Alameda Point and Alameda Mole will be operated as single tracks for Oakland and Alameda trains. Oakland trains must use the north track and Alameda trains the south track.

19. The tracks between Alameda Junction and High Street will be operated as double track.

20. The switches east of water tank at Alameda Point will be known as Alameda Junction. The switches just west of Alameda Junction where Oakland and Alameda main tracks diverge will be known as Oakland Junction.

21. Alameda yard extends from Alameda Mole to 14th Street, Oakland, and to High Street, Alameda. Within these limits all extra trains and yard engines will keep sharp lookout for each other, running under control. Yard engine crew's attention is called to Rule 337.

**Yard and light road engines will run to the right between Alameda Mole and Oakland Junction and must be fully protected when using track between Oakland Junction and Alameda Junction and between Alameda Point and Oakland Junction.**

22. Trains will not be allowed to pass each other, or run side by side between Oakland Junction and Alameda Mole; following trains must keep at least 1,000 feet behind leading trains.

23. West-bound trains will wait at Alameda Junction fifteen minutes for delayed east-bound trains which they should have met on double track.

24. Through trains will be governed by same rules as local trains between Alameda Mole and High Street.

25. **All trains will run to the right between Alameda Junction and High Street. Double track at High Street ends at east crossover switch.**

26. In case of delay, all main-line trains will wait at Felton thirty minutes for connecting trains on Boulder Creek Branch.

27. Trains on the Boulder Creek Branch moving toward Felton will be regarded as east-bound trains moving from San Francisco as indicated on the time table.

28. All trains must approach High Street, Alameda, under control, expecting to find main track occupied.

29. Before running around the "Y" at Pajaro trains and engines should be protected by a flagman sent out east at least fifteen telegraph poles from the east switch at the "Y." Engineers will be held equally responsible with trainmen for violation of this rule.

***See Rule 81.—All west-bound trains have absolute right over all east-bound trains of the same or inferior class. This rule does not apply in cases covered by Special Rules 17, 23 and 24.***

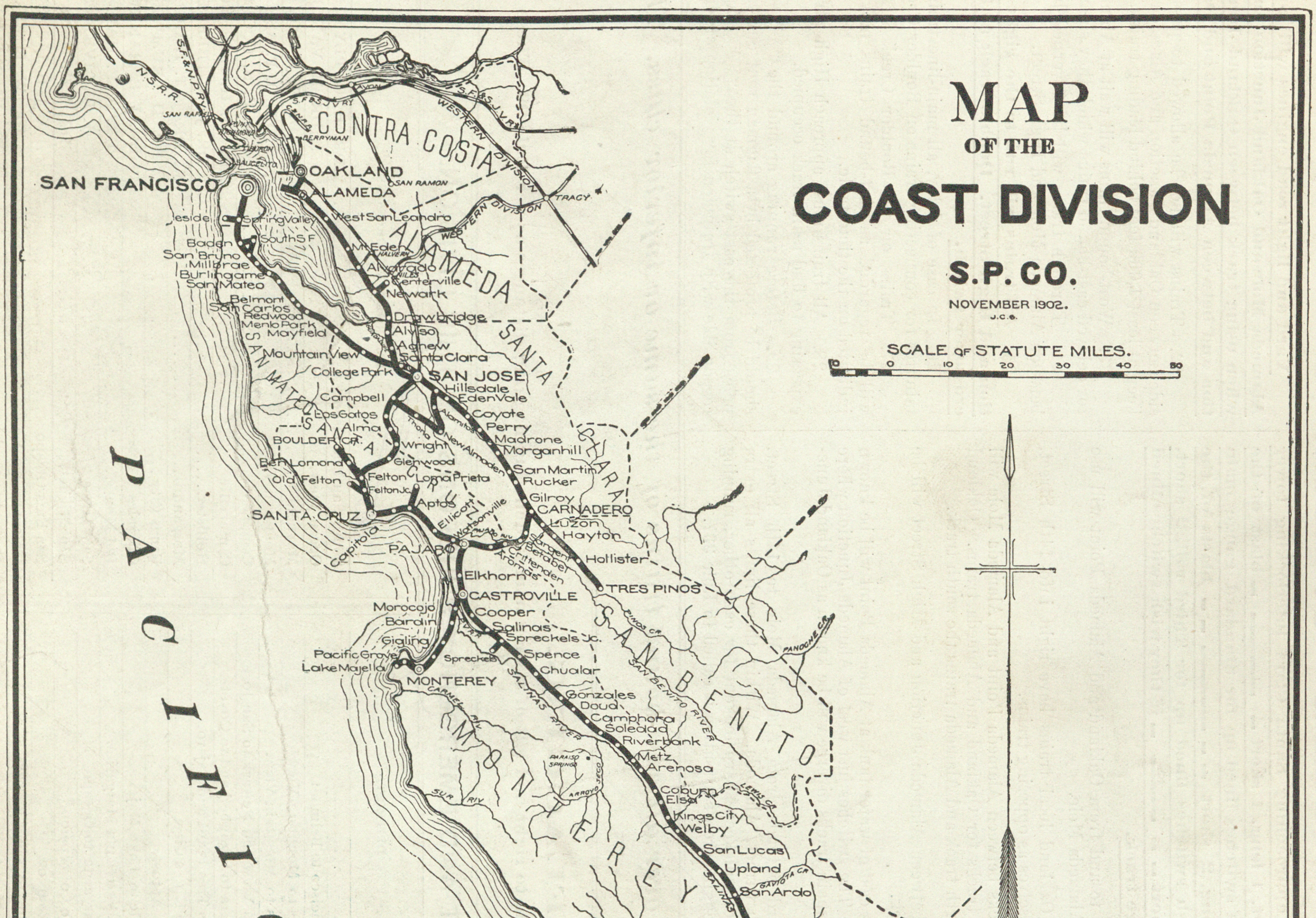
## FLAGGING.

**Attention is called to information shown in vertical columns on face of this time-table to right and left of station names, denoting flagging distances as per Rule 99. These distances must be strictly observed.**

## FOLLOWING IS LIST OF DISTRICT AND EMERGENCY SURGEONS ON THIS DIVISION.

| DISTRICT SURGEONS. | | DISTRICT. |
|---|---|---|
| San Francisco | DR. F. K. AINSWORTH | |
| San Mateo | DR. F. M. SEIBERT | San Francisco to Belmont. |
| Redwood | DR. J. L. ROSS | Fair Oaks to Mountain View. |
| Palo Alto | DR. F. H. MOSS | Fair Oaks to Mountain View. |
| Santa Clara | DR. D. A. BEATTIE | Mountain View and Newark to San Jose. |
| San Jose | DR. J. J. GRISSIM | Santa Clara to Campbell and to Coyote. |
| Gilroy | DR. J. W. THAYER | Coyote to Tres Pinos and Pajaro. |
| Salinas | DR. C. T. EDWARDS | Pajaro to Kings City. |
| Watsonville | DR. S. C. ROGERS | Pajaro to Aptos. |
| Pacific Grove | DR. O. S. TRIMMER | Castroville to Lake Majella. |
| Paso Robles | DR. R. O. DRESSER | Kings City to Santa Margarita. |
| San Luis Obispo | DR. J. J. KNOWLTON | Santa Margarita to Oceano. |
| Guadalupe | DR. P. D. CARTER | Oceano to Concepcion. |
| Lompoc | DR. J. W. GRAHAM | Surf to Lompoc. |
| Santa Barbara | DR. A. W. TAYLOR | Concepcion to Santa Barbara. |
| Alameda | DR. E. N. KEYS | Alameda Mole to Newark. |
| Oakland | DRS. MEIGS AND DUNN | |
| Newark | DR. J. F. CHALMERS | |
| Los Gatos | DR. R. P. GOBER | Campbell to Glenwood. |
| Santa Cruz | DR. BENJ. KNIGHT | Aptos and Glenwood to Santa Cruz. |

| EMERGENCY SURGEONS. | |
|---|---|
| South San Francisco | DR. H. G. PLYMIRE. |
| Ocean View | DR. H. VANDRE. |
| Mayfield | DR. J. J. MOYER. |
| Mountain View | DR. O. P. ASKAN. |
| Campbell | DR. C. N. COOPER. |
| Centerville | DR. W. H. EMERSON. |
| Hollister | DR. J. H. TEBBETTS. |
| Morganhill | DR. J. T. HIGGINS. |
| Kings City | DR. D. BRUMWELL. |
| Gonzales | DR. J. E. RANKINS. |
| Del Monte | DR. A. E. HARDIN. |
| San Lucas | DR. J. R LIVERMAN. |
| San Miguel | DR. WM. McNAUL. |
| San Luis Obispo | DR. J. S. JACKSON. |
| Goleta | DR. W. F. BLAKE |
| New Almaden | DR. W. P. JAMISON |
| Boulder Creek | N. B. WATSON |



# MAP
OF THE
# COAST DIVISION
## S. P. CO.
NOVEMBER 1902.
J.C.S.

SCALE OF STATUTE MILES.
10 0 10 20 30 40 50
PACIFIC OCEAN
CONTRA COSTA
ALAMEDA
SANTA CLARA
SAN MATEO
SANTA CRUZ
SAN BENITO
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
N.S.R.R.
S.F.&N.P.RY.
S.F.&S.J.V.RY.
WESTERN DIVISION
SAN RAFAEL
TIBURON
SAUCELITO
BERRYMAN
SAN RAMON
TRACY
SAN FRANCISCO
OAKLAND
ALAMEDA
West San Leandro
Mt. Eden
HALVERN
Alvarado
NILES
Centerville
Newark
Drawbridge
Alviso
Agnew
Santa Clara
SAN JOSE
Hillsdale
Eden Vale
Coyote
Perry
Madrone
Morganhill
San Martin
Rucker
Gilroy
CARNADERO
Luzon
Hayton
Hollister
TRES PINOS
Sargent
Betabel
Crittenden
Aromas
Spring Valley
South S.F.
Baden
San Bruno
Millbrae
Burlingame
San Mateo
Belmont
San Carlos
Redwood
Menlo Park
Mayfield
Mountain View
College Park
Campbell
Los Gatos
Alma
BOULDER CR.
Ben Lomond
Old Felton
Felton
Felton Jc.
Wright
Glenwood
Alamitos
New Almaden
Loma Prieta
Aptos
Ellicott
Watsonville
SANTA CRUZ
Capitola
PAJARO
Elkhorn
CASTROVILLE
Cooper
Salinas
Spreckels Jc.
Spreckels
Spence
Chualar
Morocojo
Bardin
Gigling
Pacific Grove
Lake Majella
MONTEREY
CARMEL RIV.
SALINAS RIVER
PINOS CR.
SAN BENITO RIVER
PANOCHE CR.
Gonzales
Doud
Camphora
Soledad
Riverbank
Metz
Arenosa
Coburn
Elsa
Kings City
Welby
San Lucas
Upland
San Ardo
Wunpost
Bradley
Buckspur
Nacimiento
SAN ANTONIO RIV.
NACIMIENTO RIV.
SUR RIV.
PARAISO SPRINGS
ARROYO SECO
San Miguel
Wellsona
Paso Robles
Templeton
Asuncion
Havel
Santa Margarita
Serrano
SAN LUIS OBISPO
SAN JUAN RIVER
PORT HARFORD
P.C.RY.
Edna
Grover
Oceano
Callender
Bromela
Guadalupe
Betteravia
SANTA MARIA RIVER
Waldorf
Schumann
Casmalia
Narlon
Tangair
SURF
Honda
Lompoc
BALLARD
Sudden
Jalama
Concepcion
Gato
Santa Anita
Gaviota
SANTA YNEZ RIVER
SISQUOC RIVER
Tajiguas
Capitan
Naples
Elwood
Goleta
Irma
SANTA BARBARA
SAN JOAQUIN DIVISION